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EMIGRANT TRAILS OF SOUTHERN IDAHO

Adventures in the Past — Idaho Cultural Resource Series, Number 1

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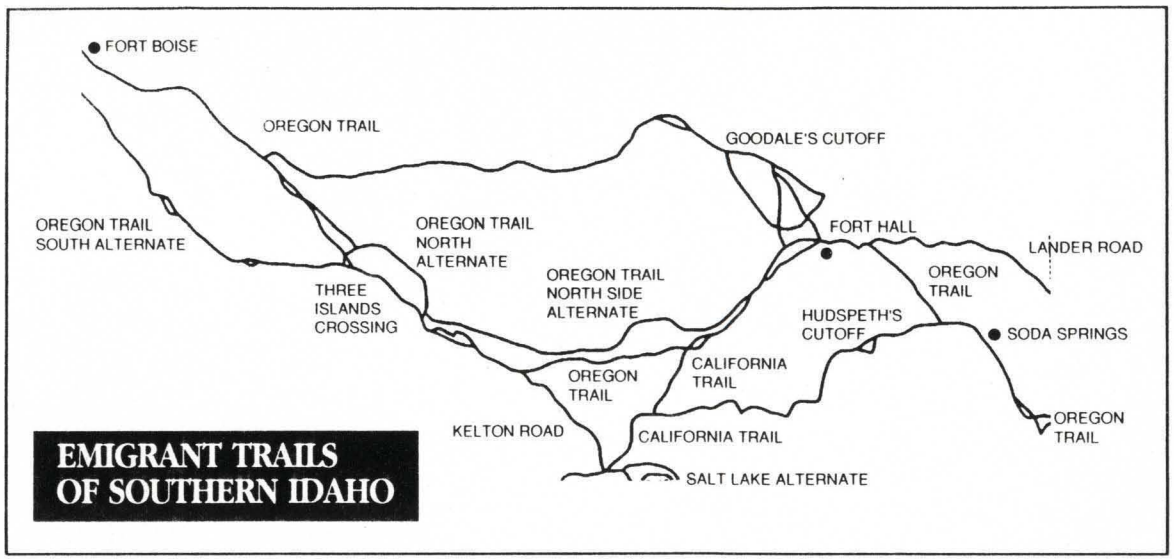
IDAHO STATE
HISTORICAL SOCIETY

D63

EMIGRANT TRAILS OF SOUTHERN IDAHO

"After reaching the plain, the course of the stream is marked by a line of green timber, which gave rise to its name among the early trappers — 'Boisse' or the 'Wooded River' — this green strip of vegetation winding its way through the desert sage plain, gave a more cheerful prospect to the view . . . never can the recollection of the grandeur of that scene be blotted from memory — the sunset from the Big Hill of the Boisse will always be a greene spot in the past."

— From the pioneer journal of ***Winfield S. Ebey***, August 20, 1854







EMIGRANT TRAILS OF SOUTHERN IDAHO

January 1993

Technical Editors
Daniel J. Hutchison, Bureau of Land Management
Larry R. Jones, Idaho State Historical Society

FOREWORD



This volume is the first in an *Idaho Cultural Resource Series* which will present information to increase the public awareness of the cultural resources on public lands. Volume 1 of the *Idaho Cultural Resource Series* addresses the emigrant trails in southern Idaho and is a joint effort of the Bureau of Land Management (BLM) and the Idaho State Historical Society. This program receives federal funds from the U.S. Department of the Interior, Bureau of Land Management and the National Park Service. Federal regulations strictly prohibit unlawful discrimination on federally-assisted programs on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of federal assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, P.O. Box 37127, Washington, D.C. 20013-7127.

The BLM is responsible for the management of the prehistoric and historic sites on the public lands in Idaho. Land use plans prepared by the BLM call for the preservation of emigrant trail remnants and the maintenance of scenic corridors. The condition of the remaining portions of the historic trail varies. Remnants which have not received much, if any, motor vehicle use are typified by vegetated swells. Some remnants have been deeply eroded by water and wind. Remnants receiving motor vehicle use are clearly visible, but in some cases are being altered by continued vehicle usage.

To facilitate recreational use and protection of the emigrant trails, BLM has marked remnants located on state and federal lands in southern Idaho with white carsonite posts placed at approximately 1/4-mile intervals. Hiking and horseback use is usually allowed along these marked segments. Gates have been installed at some fence crossings on public land. Those remnants presently not receiving motor vehicle use are marked as closed to motorized use to prevent damage to the historic resource. Since stretches of the emigrant trails have been eradicated, it's not possible to travel their full lengths. Those wishing to retrace routes must travel between trail segments and historic sites on modern public roads.

As you will note from the maps included in this volume, the emigrant trails cross a variety of land ownership including private, state, and federal. Many of the public land segments of the emigrant route are isolated from direct public access, and private landowners' permission is necessary to reach these segments. Please respect the private property rights and avoid visiting or crossing private land without permission of the landowner.

The remaining evidence of the emigrant use of the routes can be quite fragile. We hope the public will respect the management constraints necessary to insure the protection of these remains for our future study and enjoyment. The physical evidence of the prehistoric and historic sites on public land are protected by the Archaeological Resources Protection Act of 1979 and historic and prehistoric sites and artifacts must not be removed nor disturbed. Artifacts observed on the surface must be left in place so other people can have the opportunity to view a piece of our past.

It is very rewarding to be involved in this state and federal effort to present to the public information on the current evidence of the emigrant trails. These trails have played a large role in the development of the United States. We trust that this work will aid in your understanding and enjoyment of the emigrant trails in southern Idaho.

Delmar D. Vail
State Director
Bureau of Land Management
Idaho

John R. Hill
Director
Idaho State Historical Society

ACKNOWLEDGMENTS

Volume 1 of the *Idaho Cultural Resource Series* is possible because of the efforts of a number of individuals. We hope that we can adequately acknowledge the efforts which have made this volume possible.

In 1976 the BLM published *Emigrant Trails of Southeastern Idaho* using the research material prepared by Dr. Howard R. Cramer. Volume 1 of the *Idaho Cultural Resource Series* is a replacement for the 1976 volume, which is out of print. Much of the research for the 1976 volume has been used and we acknowledge the efforts of all of those involved.

The efforts of Mr. Walter H. Meyer, Jr. and Mr. Peter M. Laudeman in preparing emigrant trail management plans have contributed to the completion of this volume. Both individuals have also shared their knowledge of the trail systems and assisted in reviewing mapped locations and trail descriptions.

The cartographic section in the Idaho State Office BLM prepared the maps for this volume. The efforts of Ms. Nina J. Madry, Ms. Pamela R. Berain, Mr. Clarence W. Ouellette, and Mr. John Fairlie changed rough research maps into publishable form. Their hours of professional work are greatly appreciated. Ms. Meggan Jensen and Mr. Kris V. Long of the BLM Idaho State Office of External Affairs edited the volume and prepared the final publication design.

The bulk of this volume is an edited version of a report prepared by the Idaho State Historical Society in response to a 1979 BLM contract for a study of the emigrant trails system from Fort Casper to Fort Boise. The Idaho State Historical Society has continued to update and refine the report with efforts by Mr. Larry R. Jones and Dr. Merle Wells. These efforts of the Idaho State Historical Society have been financed in part with federal funds from the U.S. Department of the Interior, National Park Service; however, the content and opinions in this publication do not necessarily reflect the views or policies of the National Park Service. The complete contract report is available for review at the Idaho State Historical Society or the Bureau of Land Management.

Preparation of the contract report required coordination of activities (provided primarily by Tom Green, Larry Jones, and Lisa Berriochoa Robbins) of a number of investigators from a variety of professional fields. Elton Bentley provided aerial photography interpretation and prepared report sections dealing with geology and environmental background. Peter Harstad, Brigham D. Madsen, James H. Allen, Robert H. Becker, Howard R. Cramer, and John Mouser engaged in trail diary research in major libraries and archives, with assistance from Mike Hiner, Richard Holzapfel, and David Seeley. Mark Plew contributed sections on prehistory and historic Indian groups; Peter Olch is author of a section on health-related problems along emigrant trails; Tom Green revised some archaeological sections; Larry Jones prepared all but some minor historical sections, as well as an explanation of cultural resources in each United States Geological Survey quadrangle incorporated into the report; Merle Wells supplied additional historical information for some of those sections; Judith Austin served as report editor; and James Davis and Karin Ford provided photographic coverage and abstracted a bibliography from more than 2,400 emigrant trail entries.

A report staff, headed by Marjorie Williams (who spent more than six months typing thousands of pages of initial and advanced versions relating to the investigation), provided technical services essential to completion.

Jerry Ostermiller coordinated efforts of the field survey crew. All of the survey crew members deserve special credit for completing their project in spite of severe operating problems which could not be foreseen but had to be overcome. Jerry Ostermiller transcribed two sets of route and intensive survey maps as well as survey reports. Lynne Johnson Ostermiller compiled and organized cultural resource site record information and site photography for field survey reports; Glenda King, Madeline Buckendorf, Ann Swanson, and Don Watts prepared site summary information and indexing required for the report. T. A. Larson, Merrill Mattes, and Howard Cramer reviewed appropriate historical sections and caught errors which needed correction.

Several Bureau of Land Management district offices provided information and valuable assistance which also merit acknowledgment. Dan Hutchison designed the contract for the 1979 effort and provided technical review for the proposals submitted. Richard Harrison, Roger Blair, and Wayne Erickson provided technical inspection for the contract administration and final acceptance of the report.

A particularly useful appendix of emigrant trail diary information, extracted and compiled by Larry Jones, has been prepared for the contract report. This material, selected primarily to identify and interpret routes and sites, could be expanded indefinitely from a mass of diary transcripts which have been assembled. Additional information of this kind is available for reference in the Idaho Historical Library, Idaho State Historical Society, in Boise.

Daniel J. Hutchison

Larry R. Jones

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INTRODUCTION



South Pass and the Snake River Plain have provided a corridor for access and cultural interchange between the Great Plains and Pacific Northwest-Columbia Plateau communities for millennia. More than fourteen thousand years ago, nomadic big game hunters pursued elephants and great bison through that area. Climatic changes gradually transformed extensive grasslands into a more arid environment, and eventually early horses, giant bison, elephants, and giant sloths all disappeared. People who hunted them or others who came continued to travel about their arid lands. These people gradually developed regular seasonal migratory routes to fishing streams, camas grounds, and other resource areas.

After Spanish settlement of New Mexico reintroduced horses in 1598, the Native Americans gradually began to acquire horses. Eighteenth-century Shoshone Indians enlarged their regular seasonal migratory cycles by riding horses. They began to ride to a regular summer trade and salmon fishing fair in an area eventually occupied by Hudson's Bay Company Fort Boise, where they were joined by various tribes.[1] Some of their trails eventually were developed into emigrant roads that provided access for national expansion from Mississippi and Missouri valley outposts to Pacific Coast communities.

Fur hunters began to explore the Snake River Plain immediately after Andrew Henry established an upper Snake winter post in 1810. Following well defined Indian routes, they explored the entire region during the next three decades.[2] By 1840, when beaver trapping in the area had gone into a severe economic decline, experienced mountain men were available as guides for Pacific Coast emigrant trains that began to develop a road system. Fort Hall and Fort Boise, established for fur trade purposes in 1834, took on a new service function as emigrant trade stations.

Responding in part to appeals from Pacific Northwest missionaries and even more to desires to settle lands west of the broad plains zone identified both as permanent Indian country and as a great desert that no one else could inhabit successfully, emigrants departing from Missouri and Iowa began to head west to find new homes in Oregon and California. The travelers were unable to take wagons west of Fort Hall until after 1842. They succeeded in developing a passable road to The Dalles in 1843 and to Sacramento in 1844. As traffic began to increase, trading stations, bridges, and ferries were installed at appropriate strategic locations along the emigrant roads. Soon, well-established western communities could provide much needed assistance to wagon trains that got into serious trouble or exhausted their resources (mainly food) prior to reaching their destinations.[3]

Only a very modest fraction of Mississippi Valley farmers and settlers felt bold or reckless enough in 1840 to set out in a wagon to seek a new life in Oregon or California. Those who did make the trip faced many difficulties and hazards. A great many Midwestern settlers, in fact, regarded anyone who might want to cross what then was identified as the Great American Desert as an appropriate candidate for a lunatic asylum. Horace Greeley, who told countless young men to go west, did not mean that they should go to California or to Oregon. He joined a great many others in opposing such nonsense. Yet for a small, venturesome minority, Oregon and California held considerable attraction.

Although California at that time formed part of northern Mexico, for years many Midwestern expansionists had been convinced that their nation had a "manifest destiny" (as they described it) to expand from coast to coast. A militant Midwestern democracy thus would populate a much greater area. Emigrants who could be persuaded to go into a foreign land had a mission to serve national interests as well as to gain personal advancement. An opportunity to take up good farmland in a new country with a superior malaria-free climate, together with a chance for a better share in community leadership and an advance in social status, induced a few restless settlers to devote an entire summer to a long overland expedition.

Those who went were well aware of an opportunity for genuine achievement that only a select group ever would match. Farmland and business opportunities still were available nearer home. But by 1840, frontier settlement had reached a line demarking permanent Indian country farther north and west. Except for possibilities in Oregon or California, anyone who wanted to participate in a long established national westward movement had no place to go. (Eventually, much more of Iowa and Minnesota were opened for settlement, and in 1854 restrictions were reduced in Kansas and Nebraska when those territories were organized. By that time, Oregon and California had become popular destinations.) Really dedicated expansionists were prepared to give up an entire crop season in order to go west in an unparalleled wagon migration.

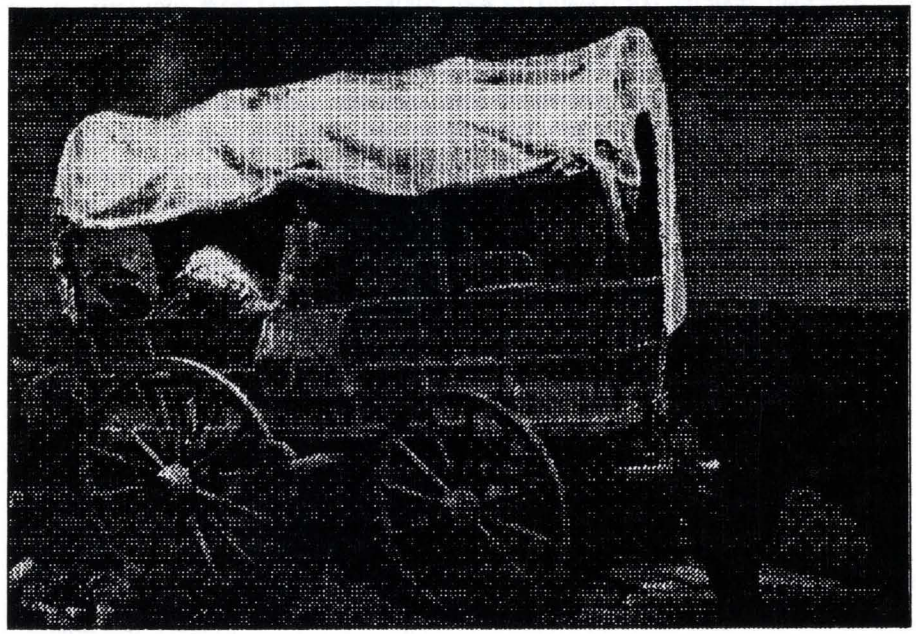
Once they had everything ready to go, emigrants who headed West could anticipate a great adventure. Unlikely to see the familiar surroundings of their old homes for a long time, if ever, they faced peril and hardship on a great camping trip that would last for months. Yet they knew that when they got through, their experience would set them aside as a truly remarkable group of settlers engaged in founding a new commonwealth. From that point on, they would have something exceptional to boast about. They took great pride in recording their experience and did more than their share to expand their nation's boundaries. They provided the population necessary to

justify a long-sought division of the original Oregon Country. Their presence helped President James K. Polk complete arrangements with Great Britain in 1846 for acquisition of territory otherwise subject to Hudson's Bay Company control. Their story soon became a national epic. Then in 1848, gold discoveries in California set off a new emigrant road excitement. By that time, emigrants had enough experience with wagon trains that a major gold rush could be managed with considerable success.

Aside from a few missionary families who had shown such a trip could be made with sufficient incentive, little precedent could be found for emigrant wagon caravans that journeyed one or two thousand miles. But strong promotional campaigns began to yield results after 1840. More than 500 inhabitants of Platte County joined a Western Emigrant Society in Missouri in 1840. They all had pledged to depart for California when spring travel became possible a year later. Only one of that entire crew, John Bidwell, showed up in time to depart. But he was soon joined by a substantial number of others who had heard of the venture. The eventual sixty-two-member group elected John Bartleson captain, and Bidwell was appointed secretary. The initial question to be resolved was which route to follow: the Santa Fe Trail or the Oregon Trail. The dilemma was solved when a party of three Jesuit missionaries heading for Fort Hall under the leadership of Father Pierre-Jean DeSmet arrived at their camp. The priests had employed the very capable and knowledgeable Thomas Fitzpatrick as a guide and agreed to let the Bidwell-Bartleson group travel along. Soon after starting, the emigrants were joined by Joseph B. Chiles and two other men with one wagon. Two days later, a final member of the group was added when Joseph Williams, an adventurous preacher, joined the train. When the party reached the bend of Bear River near Soda Springs, half the group chose to go on to Oregon. The ones who turned south for California did not manage to get their wagons very much farther and completed the trip with much difficulty as a pack train.

Then in 1842, a larger Oregon emigrant party set out with United States Indian Commissioner Elijah White. They had to leave their wagons at Fort Hall. Finally in 1843, Marcus Whitman persuaded almost a thousand Oregon and California emigrants to take their wagons west from Fort Hall.

Although his trip had presented many hardships, Joseph B. Chiles became convinced that wagons could travel overland to California. Consequently, he headed east on horseback with a small group to organize an expedition for the 1843 emigration season. From Sutter's Fort, Chiles and his followers headed east to Fort Hall. It was on this leg of his 1842 eastward trip that he presumably located a feasible natural wagon route through Granite Pass, which Peter Skene Ogden's Hudson's Bay Company Snake brigade had utilized May 11, 1826, between Raft River and Goose Creek. In any event, when Granite Pass became available for wagon traffic after 1842, a passable emigrant road could be opened to California.



Replica of a typical emigrant wagon on display at the Bureau of Land Management National Historic Oregon Trail Center at Flagstaff Hill, Baker City, Oregon. (Daniel J. Hutchison, Bureau of Land Management)

In 1843, Chiles led a small group west to California. At Fort Laramie, they engaged Joseph R. Walker for $300 to act as a guide. At Fort Hall the party split up. Chiles and thirteen men were to go ahead to Fort Boise, the only place they could obtain supplies sufficient to get everyone through, and then head southwest looking for a northern route around California's Sierra Nevada range. Walker guided a group of 21 up Raft River and through Granite Pass. The plan had been for Chiles to send provisions to the latter group from California, but this connection was never made. Walker's faction were forced to abandon their wagons just short of their goal, but they did manage to make it around the Sierra range through Walker's Pass on December 3, 1843.

The following year, Elisha Stevens and his party accomplished what the two previous California expeditions had deemed feasible but were unable to achieve; they took wagons all the way to California. Stevens' party, in addition, managed to open Sublette's Cutoff to wagon traffic and pioneered a route through Donner Pass. Until the opening of Hudspeth's Cutoff in 1849, the majority of California-bound emigrants followed the Oregon Trail to Raft River. They then headed southwest up

the river, through Granite Pass into Nevada, and on to California through Donner Pass or (in 1848) Chiles' superior Carson route.

Before intermediate settlements became available, long-range emigrant wagon trains had severe problems in arranging for essential provisions. Settlers also had to take furnishings and equipment necessary for starting new wilderness homes. Yet if they tried to bring too much, they simply would have to abandon excess baggage when their oxen wore out. Precise timing also was imperative. If a train started too soon and got bogged down on a muddy trail during spring rains, time would be lost and oxen would weaken prematurely. Too late a start, or unfortunate delays after leaving, would increase an ever present threat of getting blocked farther west by winter snow. A few misadventures, particularly in 1845 and 1846, made such road hazards entirely clear.

A great deal of preparation went into planning and commencing an emigrant wagon expedition. Guidebooks soon became available to offer advice. A detailed account of how an 1848 emigrant wagon party got ready shows how a trip was organized:

Now, I will begin to work and plan to make everything with an eye to starting out on a six months trip. The first thing is to lay plans and then work up to the program so the first thing is to make a piece of linen for a wagon cover and some sacks; will spin mostly evenings while my husband reads to me.... The men are busy making ox yokes and bows for the wagon covers and trading for oxen.

Now the new year [1848] has come and I'll write. This is my program: will start out with the new year. My health is better and I don't spend much time with house work. Will make a muslin cover for the wagon as we will have a double cover so we can keep warm and dry; put the muslin on first and the heavy linen one for strength. They both have to be sewed real good and strong and I have to spin the thread and sew all those long seams with my fingers, then I have to make a new feather tick for my bed. I will put the feathers of two beds into one tick and sleep on it.

February 1st, and the linen is ready to go to work on, and six two bushel bags all ready to sew up, that I will do evenings by the light of a dip candle for I have made enough to last all winter after we get to Oregon, and now my work is all planned so I can go right along. Have cut out two pairs of pants for George (home made jeans). A kind lady friend came in today and sewed all day on one pair: then took home with her to finish. Another came wanted to buy some of my dishes and she took two shirts home to make to pay for them.

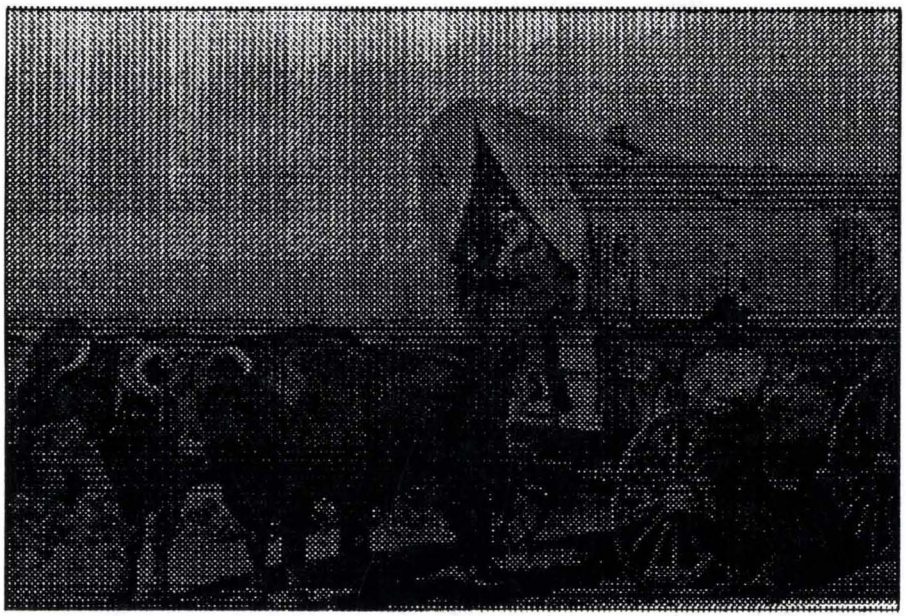
And now it is March and we have our team all ready and in good condition. Three good yoke of oxen and a good wagon. The company have arranged to start the 10th of April. I expect to load up the first wagon. George is practicing with the oxen. I don't want to leave my kind friends here but they all think it is best so I am anxious to get off. I have worked almost day and night this winter, have the sewing about all done but a coat and vest for george. He got some nice material for a suit and had a taylor cut it out and Aunt Betsy Starr helped me two days with them so I am about ready to load up. Will wash and begin to pack and start with some old clothes on and when we can't wear them any longer will leave them on the road....

This week I will wash and pack away everything except what we want to wear on the trip. ***April 5th.*** *This week I cook up something to last us a few days till we get used to camp fare. Bake bread, make a lot of crackers and fry doughnuts, cook a chicken, boil ham, and stew some dryed fruit. There is enough to last us over the first Sunday so now we will begin to gather up the scatterings....*

Monday, April 9th, 1848. *I am the first one up; breakfast is over; our wagon is backed up to the steps; we will load at the hind end and shove the things in front. The first thing is a big box that will just fit in the wagon bed. That will have the bacon, salt, and various other things; then it will be covered with a cover made of light boards nailed on two pieces of inch plank about three inches wide. This will serve us for a table, there is a hole in each corner and we have sticks sharpened at one end so they will stick in the ground and we will have a nice table; then when it is on the box George will sit on it and let his feet hang over and drive the team. It is just as high as the wagon bed. Now we will put in the old chest that is packed with our clothes and things we will want to wear and use on the way. The till is the medicine chest; then there will be cleats fastened to the bottom of the wagon bed to keep things from slipping out of place. Now there is a vacant place clear across that will be large enough to set a chair; will set it with the back against the side of the wagon bed; there I will ride. On the other side will be a vacancy where little Jessie can play. He has a few toys and some marbles and some sticks for whip stocks, some blocks for oxen and I tie a string on the stick and he uses my work basket for a covered wagon and plays going to Oregon. He never seems to get cross or tired. The next thing is a box as high as the chest that is packed with a few dishes and things we won't need till we get thru. And now we will put in the long sacks of flour and other things.... Now comes the groceries. We will make a wall of smaller sacks stood on end; dried apples and peaches, beans, rice, sugar and coffee, the latter being in the green state. We will brown it in a skillet as we want to use it. Everything must be put in strong bags; no paper wrappings for this trip. There is a corner left for the wash-tub and the lunch basket will just fit in the tub. The dishes we want to use will all be in the basket. I am going to start with good earthen dishes and if they get broken have tin ones to take their place. Have made 4 nice little table cloths so am going to live just like I was at home. Now we will fill the other corner with pick-ups. The iron-ware that I will want*

to use every day will go in a box on the hind end of the wagon like a feed box. Now we are all loaded but the bed. I wanted to put it in and sleep out but George said I wouldn't rest any so I will level up the sacks with some extra bedding, then there is a side of sole leather that will go on first, then two comforts and we will have a good enough bed for anyone to sleep on. At night I will turn my chair down to make the bed a little longer so now all we have to do in the morning is put in the bed and make some coffee and roll out.

The wagon looks so nice, the nice white cover drawn down tight to the side boards with a good ridge to keep from sagging. Its high enough for me to stand straight under the roof with a curtain to put down in front and one at the back end. Now its all done and I get in out of the tummult....[4]



Ezra Meeker — Oregon Trail Pioneer. (Idaho State Historical Society, No. SG 109/22)

California gold discoveries early in 1848 brought a major change to emigrant travel. By 1849 about 25,000 prospective miners set out overland in search of fortune.[5] Many expected to return home wealthy, and emigrant trail traffic became more two directional in nature. When some 60,000 emigrants came West in 1852, they encountered problems far different from those that emigrants had faced a decade earlier. Reasonably good roads and services were available. But crowded camp areas and lack of decent range to accommodate many thousands of oxen and livestock created severe difficulties. Horse and cattle herds had been prominent along emigrant routes ever since a substantial cow column reached Oregon in 1843. Within a decade, 300,000 cattle had traveled along the routes, and by 1860 the livestock count had reached upwards of one million. This total included a substantial number of sheep.[6]

Settlement along the roads in Idaho began after Boise Basin gold discoveries in 1862 provided an economic base for ranching, irrigated farming, and service communities that supplied mining activities. Only a few early gold mines were found along the emigrant trails. Some scattered Snake River placers did, however, give rise to a number of small mining communities. Freight and stage operations along emigrant roads to Boise, Owyhee, and other Idaho mining areas became important until rail service supplanted many such routes after 1880. Emigrant wagons traveled the early routes for another two decades or more, and connecting lines to mining camps and farm centers continued to flourish for more than a generation. Major livestock drives, largely cattle and sheep, began to move eastward after 1874, as Oregon, Washington, and Idaho ranches needed outlets and eastern ranches and markets needed sources of supply.[7]

Twentieth century reclamation projects brought additional settlement to the Snake River Plain. Commercial irrigated farming was no longer dependent upon nearby mining markets. With superior equipment that enabled farmers to raise crops in areas that earlier canal builders had been unable to reach, agricultural development took over a constantly increasing portion of old wagon roads. Modern improved highways, often along or near emigrant road grades, transformed many miles of emigrant trails. Railroad construction, however, had shifted transportation and settlement patterns away from many old emigrant grades, so other segments remained as abandoned or unimproved roads.

SUMMARY OF PAST AND CURRENT WORK



Field study of the general route of the emigrant trails began as early as 1842 and 1843 in the course of two expeditions by the U.S. Army Corps of Topographical Engineers, led by Lieutenant John C. Fremont. Fremont's detailed official reports of these expeditions (published commercially as well as by the government) attracted wide and serious attention. They contain explicit data on the topography, flora and fauna, and Native American populations found by the expedition. Some of the maps that accompany the reports show the route of the "emigrant road."

The United States Geological Surveys of the early 1870s, led by Clarence King and Ferdinand V. Hayden, provided both detailed written descriptions and some of the very earliest photographic records (by Timothy O'Sullivan and William Henry Jackson) of the trail corridor.

By 1873, those at the western end of the overland routes had begun to organize themselves to preserve the history of their migration. The Oregon Pioneer Association began publishing its proceedings with its first meeting in 1873 and continued doing so well into the 20th century. Not only speeches extolling pioneer virtues but also useful diaries and journals have thus been preserved.

Not long after 1870, Hubert Howe Bancroft began organizing a crew of researchers to conduct an ambitious documentary investigation and to interview participants in the settlement of the West. The first volumes in his massive series were published in the mid-1880s; the Oregon volumes between 1886 and 1888; the relevant volume on California in 1888; Utah in 1889; and Idaho, Nevada, Colorado, and Wyoming in 1890. In addition to the published volumes, the collected data have been preserved as a foundation of the Bancroft Library. In the period between 1860 and 1915 the General Land Office (predecessor of the Bureau of Land Management) completed the initial cadastral surveys across Idaho. While the surveyors were establishing the township system in advance of transferring land into private ownership, they noted the location of existing roads and early emigrant routes. The maps and field notes prepared by these early land surveyors provide excellent documentation of emigrant trails in Idaho and are available from BLM.

The first major fieldwork to seek out past emigrant tails began in 1906, when Ezra Meeker, who had migrated to Oregon from Iowa in 1852, set out eastward with an ox and wagon to retrace his earlier route. Meeker repeated his trip in 1910. Both journeys involved marking and publicizing the route, and both resulted in published accounts. Out of Meeker's efforts grew the Oregon Trail Memorial Association (later the American Pioneer Trails Association), which by the late 1920s was encouraging efforts to mark the presumed route of the overland trails all across the country. Most notable of its proponents in this region was Walter Meacham of Oregon, who encouraged highway markers along the route.

In 1925, Archer B. Hulbert of Colorado College published two volumes of maps showing the routes of part of the trails: *The Oregon Trail in Idaho and Oregon* and *The California Trail, Fort Hall to Placerville*. Routes are laid out on blueprint maps.

A number of people since the mid-1930s have done fieldwork on the trail in the process of writing books. George R. Stewart began his field study on the California Trail in 1936 and continued into the 1960s (with the sometime assistance of J. S. Holliday). One result is his *California Trail: An Epic With Many Heroes* (1962). Not long after Stewart began his work, the Federal Writers' Project American Guide Series volume on the Oregon Trail, with detailed descriptions related to then modern highways, was published (1939). In 1947, Jay Monaghan's *The Overland Trail*, also based on fieldwork, was published.

Irene Paden's *The Wake of the Prairie Schooner* (1943) and *Prairie Schooner Detours* (1949) are popular accounts, useful for travelers, based on fieldwork by her and William C. Paden prior to 1942. Gregory M. Franzwa's *The Oregon Trail Revisited* (1972) is a highway guide related to the route of the trail. Paul and Helen Henderson's work, some of it for the Wyoming Recreation Commission, resulted in his 1953 book *Landmarks on the Oregon Trail* and in several articles in the *Annals of Wyoming*. United States Geological Survey (USGS) maps with his plotting of the trail are on file at the Commission. And in 1979 the National Geographic Society published *Trails West*, a well-illustrated book on the major overland trails, again based on extensive fieldwork.

The Idaho State Historical Society has long been involved in documenting the routes of the Oregon and California trails, and has published jointly with the Idaho Division of Highways *The Route of the Oregon Trail in Idaho* (third edition, 1974).

In addition, a number of state historical journals have published diary and journal material on the overland experience, most notably the *Oregon Historical Quarterly*, but also the *Washington Historical Quarterly* (now the *Pacific Northwest Quarterly), Annals of Wyoming*, the *Utah Historical Quarterly*, and journals published farther to the east as well.

A number of scholars have in recent years done fieldwork and considerable research as they have annotated diaries for publication. Dale L. Morgan edited the 1849 diary of James A. Pritchard (1959) and in 1963 published *Overland in 1846*, a collection of diaries from that year's migrations. Robert Becker's informative editing

and cartographic interpretation of the Thomas Christy diary of 1850 (1969), based on detailed field investigations, is an excellent example of how routes can be better mapped and defined by using emigrant diaries. Other especially useful publications are Thomas D. Clark's edition of Elisha Douglass Perkins' *Gold Rush Diary* (1967) and Georgia Willis Read and Ruth Gaines' edition of J. Goldsborough Bruff's journals, diaries, and drawings (1949).

Several federal agencies have become involved in field research on the emigrant trails. The U.S. Forest Service sponsored a study by Peter T. Harstad and Max Pavesic of the Lander Road in Bridger and Caribou National Forests in 1966. The Burley, Idaho, District of the U.S. Bureau of Land Management (BLM) contracted with Howard R. Cramer to do an extensive survey of emigrant routes within the District. Cramer had done earlier work on Hudspeth's Cutoff. That report, his first for BLM (1969), was followed by *The Oregon Trail from Thomas Fork to Salmon Falls Creek* (1972-74), *The California Trail in Idaho* (1973), and *The Salt Lake Cutoff* (1974).

As a major Bicentennial project in 1976, the BLM published *Emigrant Trails of Southeastern Idaho*. Dr. Cramer's research was used as the basic material for this popular volume. The 1976 publication included diary accounts from both published and unpublished sources. The intent of the *Idaho Cultural Resource Series Number 1* was to update the 1976 document, which is out of print.

In 1977, the U.S. Bureau of Outdoor Recreation (BOR) released a final draft on *The Oregon Trail: A Potential Addition to the National Trails System*, encompassing the entire route and identifying high-potential site and route segments. Maps of the route and ownership information are included. Aubrey Haines prepared much of the material on high-potential sites and route segments; Howard Chadwick of the BOR Seattle Office compiled the final report. The BLM Boise District employed Charla M. Meacham in 1978 to survey and record the Oregon Trail and Kelton Road. Her report was completed in June 1979.

In 1978, Public Law 95-625 established the Oregon National Historic Trail to identify and protect the primary route of the Oregon Trail and its historic remnants and sites for public use and enjoyment. The primary route includes the main routes followed between 1841 and 1848. Nationwide, only about 15 percent of the 2,170 miles of the primary route is still intact. Identification of the primary route (subject to uniform marking) and development of a comprehensive management plan were provided for as an Interior Department responsibility. A National Park Service study has been completed which offers recommendations for appropriate action under this statute.

Seven cross-country segments of the primary route and 28 historic sites within the nation are designated as components of the Oregon National Historic Trail and are included within the National Trail System. The two component cross-country segments in Idaho, the North Trail and Sinker Creek, are both within the BLM's Boise District. Only trail remnants on federal land were initially designated as components of the Oregon National Historic Trail. The North Trail Segment stretches 83 miles from the Twin Falls-Elmore county line to the outskirts of Boise. 45 miles are on BLM-administered land. The Sinker Creek Segment on the South Alternate Oregon Trail includes 18 miles of cross-country trail from west of Castle Creek to 4 miles northeast of Murphy. Thirteen miles are on federal land managed by the BLM. Seven of the historic sites within southern Idaho have been designated as components of the Oregon National Historic Trail are within southern Idaho. These include: Raft River Crossing, Milner Ruts, Thousand Springs, Upper Salmon Falls, Hot Springs, Army Fort Boise, and C. J. Strike Ruts.

In 1979, Merrill Mattes received a grant from the National Endowment for the Humanities to compile an annotated bibliography of overland diaries. This work was published by the University of Illinois Press in 1988.

Also in 1979, the BLM let a contract to the Idaho State Historical Society for work which encompasses an in-depth study of the emigrant routes and cultural resources within a ten-mile corridor between Fort Casper and Fort Boise. This contract study used basic research, aerial photograph interpretation, and selected field inventories to locate and describe the routes and remaining evidence of the emigrant routes. The report prepared by the Idaho State Historical Society for this contract provides most of the details in this volume.

The National Park Service's Seattle Office has prepared planning for comprehensive management of the Oregon National Historic Trail. The Northwest Region (Seattle) was given the responsibility for the Oregon Trail. The management plan was completed in September 1981. The BLM used the plans as umbrella documents to aid in the preparation of more detailed management objectives.

The BLM in Idaho has prepared two management plans to direct the management of public lands containing evidence of the emigrant trails. The first for the Boise District in southwestern Idaho was prepared by Walter Meyer in 1984, the second for south central and southeastern Idaho by Peter Laudeman in 1985. These two management plans continue to guide the management of the public lands. One important step has been to uniformly mark the trails on public lands. The Lands Services Section of the BLM Idaho State Office has posted the emigrant trail routes to the Master Title Plats (MTPs). This posting to the official federal land records provides an easy reference and case file for public land users and BLM employees processing land use applications.

In 1992, Public Law 102-328 established the California National Historic Trail to identify and protect all routes and cutoffs of the California Trail. The development of a comprehensive management plan has been assigned as a Department of the Interior responsibility.

The Oregon-California Trails Association (OCTA) is an organization dedicated to the preservation, appreciation, and enjoyment of all the Trans-Mississippi migration trails west. The members have been successful in many of their efforts to preserve remnants of the emigrant trails. Their national headquarters are located in Indepen-

dence, Missouri. The membership of OCTA includes representation from forty-seven states and seven foreign nations. Members have actively assisted BLM and the Idaho State Historical Society in marking the emigrant trails in Idaho and presenting to the public the history and importance of the trail system, as has the OCTA quarterly, *Overland Journal*.

BLM and state developed sites include Milner, Bonneville Point, City of Rocks National Historic Reserve, Massacre Rocks, Malad Gorge, Three Island Crossing, Bruneau Dunes, and Ward Massacre Park.

Corridor populations generally are farmers, ranchers, and residents of communities economically based upon farming and ranching. Recent, but limited, industrial development has begun to diversify several corridor cities, including Twin Falls and Burley. Most corridor populations have enough direct connection with earlier eras of migration and settlement to retain an awareness of emigrant roads and their significance. Emigrant trail travel does not yet seem entirely remote.

Local and regional interest in emigrant trail routes and events has been evident for more than a century. Communities located in or near emigrant road corridors have displayed special pride in their pioneer settlement affinity. Major cities in emigrant trail areas have groups of citizens interested in emigrant routes beyond their immediate environs. These include Salt Lake, Portland, Omaha, and Kansas City, in zones of traditional Oregon Trail interest. Large California metropolitan centers have a natural basis for concern in California Trail and California gold rush matters. Surviving cultural resource reminders of an inherently interesting emigrant road heritage attract special attention in localities adjacent to early routes or populated by descendants of pioneer travelers. Smaller emigrant trail communities often take an even greater interest and show even more local pride in their own cultural resources. Smaller centers predominate in various road corridors, and practically all of them have their own county or local historical societies that specialize, in part, in marking and creating public awareness of their own local trail segments.

Interest in emigrant trails and other features of local history rarely is confined to those who have spent most of their lives in corridor communities. Many talented and enthusiastic participants in local historical society activities are newcomers who wish to learn about and to identify with a cultural heritage representing their new surroundings. In addition, large numbers of people with a special concern for emigrant trail resources are found in areas quite remote from localities to which they come to see old emigrant trails. National interest in this absorbing topic has led to national recognition of emigrant trail cultural resources. This same national interest will continue to support projects for interpretation and development commemorating this great national epic.

The 1993 Oregon Trail Sesquicentennial is providing a forum to increase public awareness of the historical significance of the emigrant trails. Under the leadership of the Governor's Oregon Trail Executive Committee, the Sesquicentennial is providing a basis for long-term enjoyment and management of the emigrant trails in southern Idaho.

HOW TO USE THIS VOLUME

This volume is designed to document the routes, landmarks, and sites used by 19th century emigrants as they crossed southern Idaho. With this volume the reader will be able to trace the trails used during the 19th century and visit some of the areas where evidence of the trail and the environmental setting has remained unchanged by modern developments.

Only the federal and state lands along the trails are available for public use, and some of these public lands are isolated from public access. Private property rights must be respected and landowner permission must be obtained before visiting or crossing private lands. The Fort Hall Indian Reservation and the Idaho National Engineering Laboratory lands also require permission from the managing agencies before they can be visited or crossed. Readers are requested to use the modern public roads for access between the public land segments.

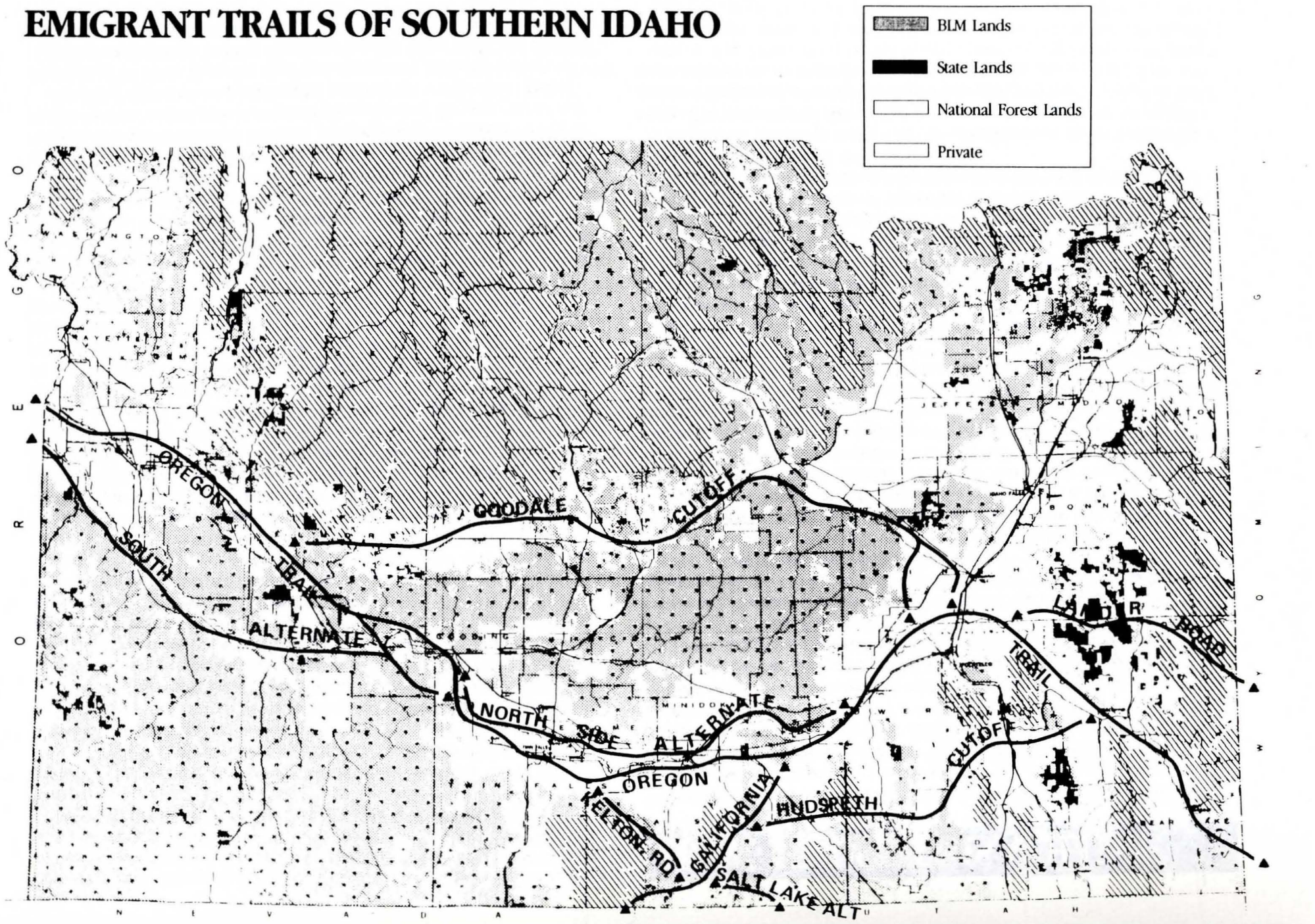
The emigrant trails are indicated on $7^1/_2$ Minute USGS Quadrangles which have been reduced to an inch to one mile. Where the evidence of the trails can be seen, the lines are continuous; where the evidence has been removed by development, the lines are dashed. The USGS Quadrangles have also been cut to fit on the page, and map sheets have been spliced together. These steps are designed to improve the readability of this volume and to highlight the emigrant trails. The name of each USGS Quadrangle used is presented to allow the reader to obtain a specific map for use in research or for enjoyment of the emigrant trails. There is also an index sheet of the USGS Quadrangles in southern Idaho which has been marked to show the USGS Quadrangles used for this volume.

A shaded background is used on the maps to indicate public lands. Trail segments without a shaded background are not public land and have restricted access. The large print titles are used to highlight historic sites, recreational developments, and interpretive programs. Township references have been retained on the maps.

A general emigrant trail history and several special-interest articles have been placed throughout the volume. Accompanying each map sheet is a discussion of the trail routes, historic sites, landmarks, and recreational developments located on that map. Individual diary sections are included to enable the reader to view the emigrant trail segments through the eyes of the emigrants.

The emigrant trails are presented from east to west as the emigrants followed the routes. The various cutoffs are noted on the map where the trails split. The trail division is also presented on the first map of each alternate route. The junction where the alternate rejoins the other routes is also included at the end of the segments.

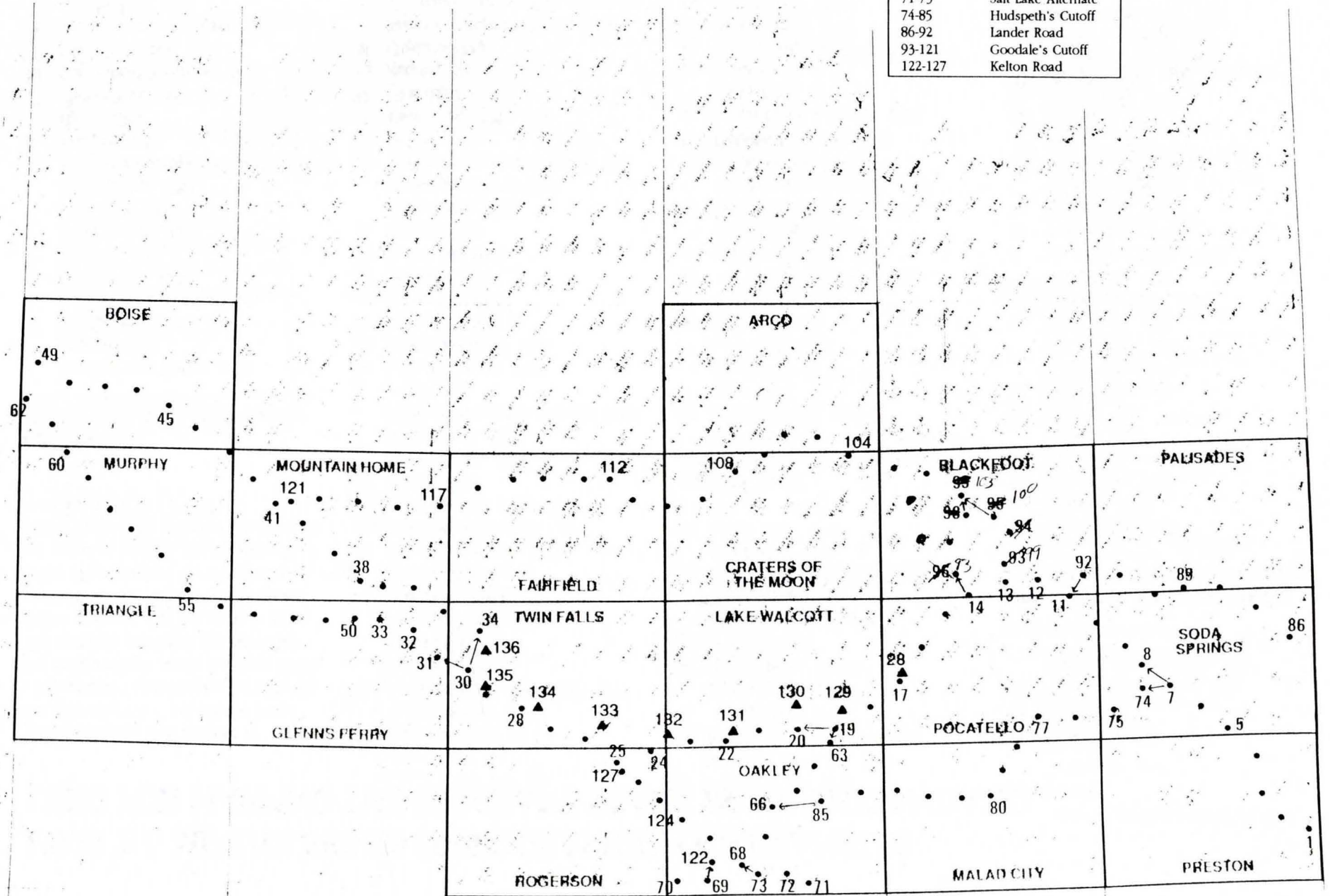
EMIGRANT TRAILS OF SOUTHERN IDAHO



USGS INDEX MAP: 7½ MINUTE QUADRANGLE NAMES

MAP #	NAME
1-33	Main Oregon Trail
34-49	North Alternate
50-62	South Alternate
63-70	California Trail
71-73	Salt Lake Alternate
74-85	Hudspeth's Cutoff
86-92	Lander Road
93-121	Goodale's Cutoff
122-127	Kelton Road

1:100000 MAPS	
128-136	Northside Alternate



USGS 7½ MINUTE SERIES (TOPOGRAPHIC) QUADRANGLES USED FOR MAPPING THE EMIGRANT TRAILS IN SOUTHERN IDAHO

This publication uses portions of the following USGS 7½ Minute Series (Topographic) Quadrangles for mapping the emigrant trails across southern Idaho. The numbers preceding the map titles below correspond to the maps in this publication. The eight USGS 15 Minute Series (Topographic) Quadrangles used are noted as 1:62500, and the three BLM Metric Series (Topographic) Quadrangles used are noted as 1:100000.

OREGON TRAIL
(Thomas Fork to Three Island Crossing)

1. Border (enter Idaho), 1970
   Pegram, 1970
2. Montpelier Canyon, 1970
   Montpelier, 1967
4. Georgetown, 1970
5. Nounan, 1970
   Fossil Canyon, 1970
6. Soda Peak, 1982
   Soda Springs, 1982
7. Alexander (Hudspeth's Cutoff), 1982
8. Talmage, 1982
   Hatch, 1981
9. Chesterfield, 1981
10. Chesterfield Reservoir, 1981
    Jeff Cabin Creek, 1968
11. South Putnam Mountain, 1968
    Lincoln Peak, 1981
    Yandell Springs (Lander Road), 1981
12. Buckskin Basin, 1971
    Moonlight Mtn, 1971
13. Fort Hall (Goodale's Cutoff), 1971
    Pingree, 1979
    Michaud, 1971
    Pocatello North, 1971
14. Springfield, 1974
    Schiller, 1971
15. Wheatgrass Bench, 1971
    American Falls, 1976
16. American Falls SW, 1971
17. Neeley, 1971
18. Register Rock, 1984
    Badger Peak, 1984
    North Chapin Mtn (California Trail), 1984
19. Lake Walcott SE, 1984
20. Lake Walcott SW, 1984
21. Rupert SE, 1978
    Rupert SW, 1976
22. Burley SE, 1978
23. Burley SW, 1978
24. Milner, 1978
    Milner Butte, 1965
    Murtaugh, 1965
25. Stricker Butte (Kelton Road), 1979
26. Hub Butte
    Twin Falls, 1980
27. Filer, 1979
    Jerome, 1979
28. Clover, 1979
    Niagara Springs, 1979
29. Thousand Springs, 1949
30. Tuttle, 1978
    Yahoo Creek
    Hagerman, 1949
31. Indian Butte, 1978
32. Ticeska, 1978
    Pasadena Valley, 1978
    Twentymile Butte, 1948
33. Glenns Ferry (South Alternate), 1947

OREGON TRAIL
(Three Island Crossing to Fort Boise)

34. Gooding Butte, 1949
    Bliss, 1978
35. Ticeska, 1978
    Hog Creek, 1986
36. King Hill, 1986
37. Morrow Reservoir
38. Hot Springs Creek Res, 1986
39. Bennett Mountain, 1986
    Teapot Dome, 1986
40. Mountain Home North, 1978
    Danskin Peak (1:62500), 1960
41./42. Mayfield (1:625000)
    (Goodale's Cutoff), 1960
43. Indian Creek Reservoir, 1971
    Lucky Peak, 1972
44. Boise South, 1972
45. Boise North, 1972
    Eagle, 1979
46. Star, 1971
    Middleton, 1971
47. Caldwell, 1971
48. Notus, 1971
49. Parma, Idaho-Oregon, 1965
    Owyhee, Oregon-Idaho, 1967

OREGON TRAIL SOUTH ALTERNATE
(Three Island Crossing to Oregon State Line)

50. Glenns Ferry, 1947
    Hammett, 1978
51. Indian Cove, 1978
52. Bruneau Dunes, 1978
    Bruneau, 1978
53. CJ Strike Dam, 1979
54. Grand View, 1978
    Dorsey Butte, 1947
    Jackass Butte, 1947
55. Castle Butte, 1948
56. Wild Horse Butte, 1947
    Sinker Butte, 1948
57. Silver City (1:62500), 1965
58. Walters Butte, 1971
59. Wilson Peak, 1957
    Givens Hot Springs, 1971
60. Opalene Gulch, 1971
    Marsing, 1971
61. Homedale, 1971
62. Wilder, 1971
    Adrian, Oregon-Idaho (Oregon), 1967

CALIFORNIA TRAIL
(Separation of Trails to Granite Pass)

63. North Chapin Mtn (Primary Route), 1984
    Lake Walcott SE, 1984
64. Malta NE, 1978
65. Malta, 1968
    Nibbs Creek (Hudspeth's Cutoff), 1968
66. Connor Ridge, 1968
    Elba, 1968
67. Jim Sage Canyon, 1968
68. Almo (Salt Lake Alternate), 1968
69. Lyman Pass (Kelton Road), 1968
    Cotton Thomas Basin (1:62500), 1959
70. Blue Hill (Utah), 1978

SALT LAKE ALTERNATE
(Utah State Line to City of Rocks)

71. Naf, 1968
    Chokecherry, 1968
72. Jim Sage Canyon, 1968
73. Almo (California Trail), 1968

HUDSPETH'S CUTOFF
(Soda Springs to California Trail)

74. Alexander (Primary Route), 1982
    Talmage, 1982
75. Sedgwick Peak, 1982
    Bancroft
    Lava Hot Springs, 1968
76. Arimo, 1965
77. Hawkins, 1968
78. Bradley Mountain, 1968
    Dairy Creek, 1968
79. Daniels, 1968
80. Buist, 1973
81. Cedarhill, 1973
82. Roy, 1973
    Sublett Troughs, 1973
83. Sublett Reservoir, 1985
84. Sublett, 1985
85. Malta, 1968
    Nibbs Creek (California Trail), 1968

LANDER ROAD
(Wyoming State Line to Ross Fork)

86. Auburn (Idaho), 1980
    Diamond Flat, 1980
87. Stump Peak, 1980
    Wayan East, 1980
88. Wayan West, 1980
    Bear Island, 1966
89. Little Valley Hills, 1981
    Henry, 1981
    Reservoir Mtn, 1981
    Meadow Creek Mtn, 1981
90. Grizzly Creek, 1981
    Paradise Valley, 1981
91. Dunn Basin, 1981
92. Lincoln Peak, 1981
    Yandell Springs (Primary Route), 1981

GOODALE'S CUTOFF
(Fort Hall to Ditto Creek)

93. Springfield, 1955
94. Springfield NW, 1980
    Coffee Point NE
95. Lava Lake Reservoir
    Rock Butte
96. Rock Butte
97. Scoville, 1973
    Big Southern Butte, 1972
98. Fort Hall, 1971
99. Rockford, 1979
    Moreland, 1971
100. Baldy Knoll, 1979
    Olsen, 1973
101./102. Taber, 1973
103. Middle Butte, 1973
    Atomic City, 1973
104. Quaking Aspen Butte, 1972
    Butte City, 1972
    Arco Hills SE, 1972
105. Arco South, 1972
106. Nichols Reservoir, 1972
    Grouse (1:62500), 1960
107. Inferno Cone, 1972
108. Blizzard Mountain South, 1972
    Fish Creek Reservoir, 1979
109. Paddleford Flat, 1979
    Carey, 1979
110. Picabo, 1979
111. Gannett, 1979
    Seamans Creek, 1979
112. Bellevue (1:62500), 1957
113. Blaine (1:62500), 1957
115. Fairfield (1:62500), 1957
117. Hill City, 1963
    High Prairie, 1963
118. Cat Creek Summit, 1973
119. Anderson Ranch Dam, 1973
120. Danskin Peak (1:62500), 1960
121. Mayfield (1:62500)
    (Primary Route), 1960

KELTON ROAD
(Lyman Pass to Stricker Cabin)

122. Almo (California Trail), 1968
    Lyman Pass, 1968
123. Basin, 1968
124. Oakley, 1968
    Marion, 1968
125. Buckhorn Canyon, 1968
126. Milner Butte, 1965
    Murtaugh, 1965
127. Stricker Butte (Primary Route), 1979

NORTHSIDE ALTERNATE
(American Falls to Hagerman)

128. Pocatello (Primary Route) (1:100000), 1984
129. Lake Walcott (1:100000), 1979
132. Twin Falls
    (Primary Route) (1:1000000), 1979

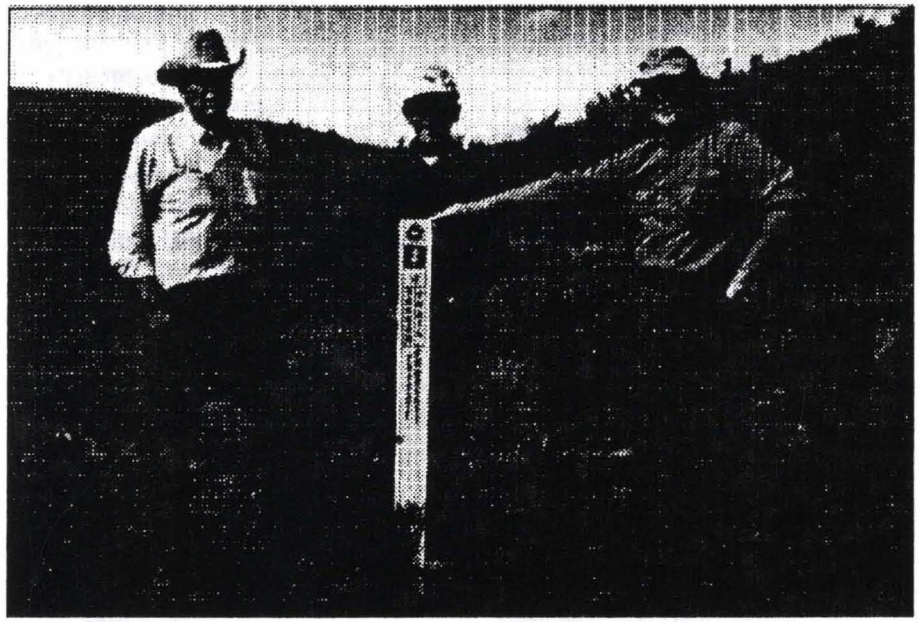
PRIMARY ROUTE: OREGON NATIONAL HISTORIC TRAIL

Thomas Fork Valley to Three Island Crossing Maps 1 - 32

When emigrants reached the present eastern border of Idaho, they had a good part of their journey ahead of them even though technically they had been in Oregon since crossing South Pass. The primary route of the Oregon Trail stretches across the southern portion of Idaho for nearly 400 miles. From the eastern border of Idaho, the trail cuts across the mountains and valleys to join the Snake River at the site of Fort Hall, near present-day Pocatello. The Snake River Plain dominates the rest of the trail across Idaho until it reaches the site of Fort Boise. At Three Island Crossing, near the town of Glenns Ferry, the route divides. The Primary Route crosses the Snake River and skirts the mountains towards Boise. The South Alternate follows the south edge of the Snake River until the routes join inside the eastern border of the State of Oregon.

In 1978, Public Law 95-625 established the Oregon National Historic Trail to identify and protect the primary route of the Oregon Trail and its historic remnants and sites for public use and enjoyment. The primary route includes the main routes followed between 1841 and 1848. Nationwide, only about 15 percent of the 2,170 miles of the primary route is still intact. Identification of the primary route (subject to uniform marking) and development of a comprehensive management plan were provided for as an Interior Department responsibility. A National Park Service study has been completed which offers recommendations for appropriate action under this statute.

The recreation sites related to the emigrant trails between the Thomas Fork Crossing and Three Island Crossing include: the Soda Springs City Park, Massacre Rocks State Park, and Milner Interpretive Site (BLM). In addition, the Idaho State Highway Department and State Historical Society have placed information signs for the Thomas Fork Crossing, Big Hill, Peg Leg Smith, Hooper Springs, Hunt Party Historic Site, Raft River Crossing, and Caldron Linn. The Public Land segments have been marked by volunteers and BLM staff.



Oregon Trail marker near the eastern border of Idaho. Marker installed by Burt Silcock, Governor's Oregon Trail Executive Committee; John Davis, Oregon-California Trail Association; and Richard Hill, Bureau of Land Management. (Brian Strand, Bureau of Land Management, 1992)

LEGEND

- Emigrant Trail (Visible)
- Emigrant Trail (Possible Route, not visible)
- Historic Site or Landmark
- Public Lands Administered by BLM
- State of Idaho Lands
- U.S. Forest Service
- Other Federal Lands

Scale: 1 Inch to 1 Mile

Please Respect Private Property Rights

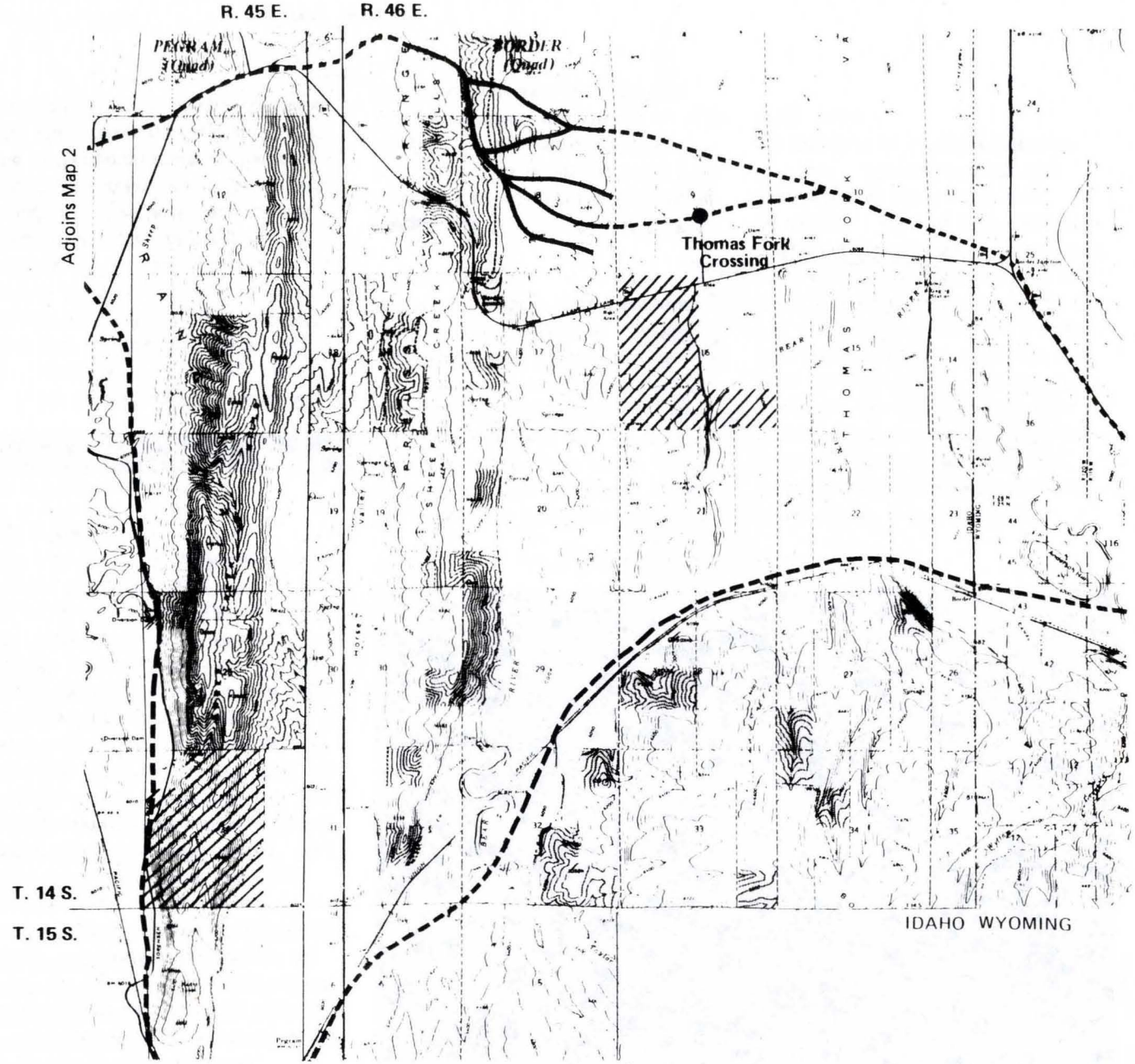
MAP 1

Before crossing Thomas Fork, the route splits; one branch crossed and followed Bear River, while the other took a more direct route westward across the Sheep Creek Hills. The Whitman's party wagon came through on the latter segment in 1836 and others followed in 1841-1842, prior to heavy traffic in 1843.

Joel Palmer - August 1, 1845. *Here are two trails. The nearest turns to the right up a creek [Thomas Fork] for a mile and a half, crosses the creek and passes over the hill, and strikes the other trail at the foot of Big Hill, six miles from the crossings. The other trail crosses the river, follows up its bottom round the bend for eight miles, to where it crosses the river, then follows down the bottom three miles, and takes up the valley for one mile to the foot of Big Hill, where it intersects the other trail.*[8]

The Thomas Fork Valley attracted a number of trading ventures due to the excellent camping facilities (water, grass, and wood), and the opportunity for unemployed fur trappers to profit by supplying the needs of emigrants. Large Indian villages could also be found here.

Leander V. Loomis - June 27, 1850. *[We passed some Mountaineers who had established themselves on the road, for the purpose of traiding with the Emigrants and Indians....*[9]



MAP 1

P. V. Crawford - July 9, 1851. *At the end of sixteen miles today we reached Thomas' fork. Here found a bridge and trading post, also lots of Indians.*[10]

Enterprising entrepreneurs also constructed crude bridges across Thomas Fork in attempt to profit from travelers who might find the crossing difficult.

Susan Amelia Cranston - July 6, 1851. *[P]assed Owens & Wilsons trading post Situated on Thomass Fork Bear River where Father bought two yokes of oxen. Crossed the fork & a slough on a bridge by paying $1 per wagon saved 8 miles by doing so....*[11]

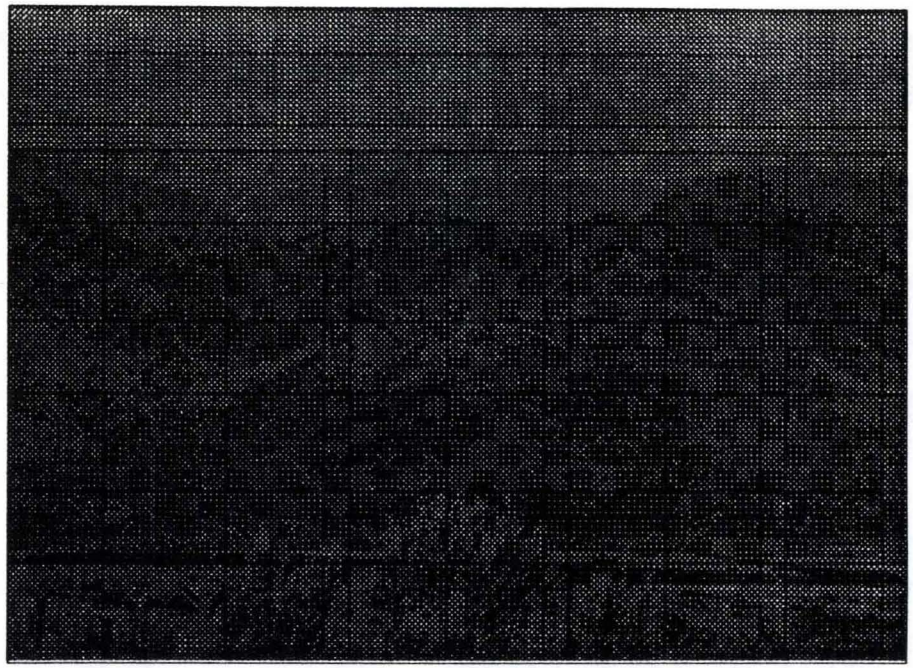
Esther B.M. Hanna - July 12, 1852. *This afternoon we came to the crossing of Bear River. We were agreeably surprised to find it bridged. We paid a dollar apiece for our wagons. The bridge is a very rudely constructed affair, and no doubt was made by emigrants, but some men are there now taking toll on it, who had nothing to do with the erecting of it! After crossing, we soon began to ascend a very steep mountain. We got over safely and encamped in the valley near a little stream. Still the never-ending procession of rude graves along our path!*[12]

There are no remnants of either the ford crossings or bridges left today, but the surrounding area has an authentic appearance and little development. The Idaho Department of Transportation has placed a roadside interpretive panel along U.S. Highway 30. From here, there is a good view of the Thomas Fork.

Five alternate routes are visible as the northern route ascends Sheep Creek Hills. Some are still utilized as unimproved roads. The routes become one on the summit, and an unimproved road remnant is visible on the western descent. The route across Sheep Creek Hills crosses public land and has been marked. Since there are no improvements, the visitor is requested to stay on existing trails. The southern variant, or Bear River route, has been destroyed by railroad and agricultural development. U.S. Highway 30 closely follows the route from Border Junction to Soda Springs. The Mormon Bear Lake settlements of 1863-1864 expanded into this area with ranching and irrigated farmlands, and the Oregon Short Line Railway brought improved transportation in 1881.

MAP 2

A farming and ranching country settled by Mormons working their way up Bear River after 1864, this area has diversified but little since railway service reached there in 1881. The two alternate routes rejoin on the west side of the Preuss Range for the ascent of Big Hill. Many thought the hill to be the steepest and longest yet encountered on the trip west. The southern most route was the main trail, and excellent remnants are visible that attest to the difficulties encountered.



Big Hill descent. (Larry R. Jones, Idaho State Historical Society)

The descent was particularly troublesome, and the deep ruts caused by the locking of wagon wheels can be seen from a highway panel erected by the Idaho Transportation Department along U.S. Highway 30 west of the descent that describes the route. A variant heads north after reaching the top before turning northwest. The trails reunite just west of Bear Hollow.

Joel Palmer - August 2, 1845. *Four of five miles brought us to the big hill or mountain. It is about half a mile to the top of the first ridge, and quite steep. The road then turns a few rods to the right, then to the left down a ravine for three hundred yards, and then up a ravine for half a mile to the top of the mountain. We traveled about two miles along the ridge, and then turn to the left down the mountain. It is about one mile to the plain, and generally very steep and stony; but all reached the plain safely, and were truly thankful that they had safely passed one of the most difficult mountains on the road. From the top of this mountain we had a most delightful view of the surrounding country.... From the south comes in a broad valley, up which can be seen Bear Lake.... The road strikes the river two miles from the foot of the mountain, at Big Timber.*[13]

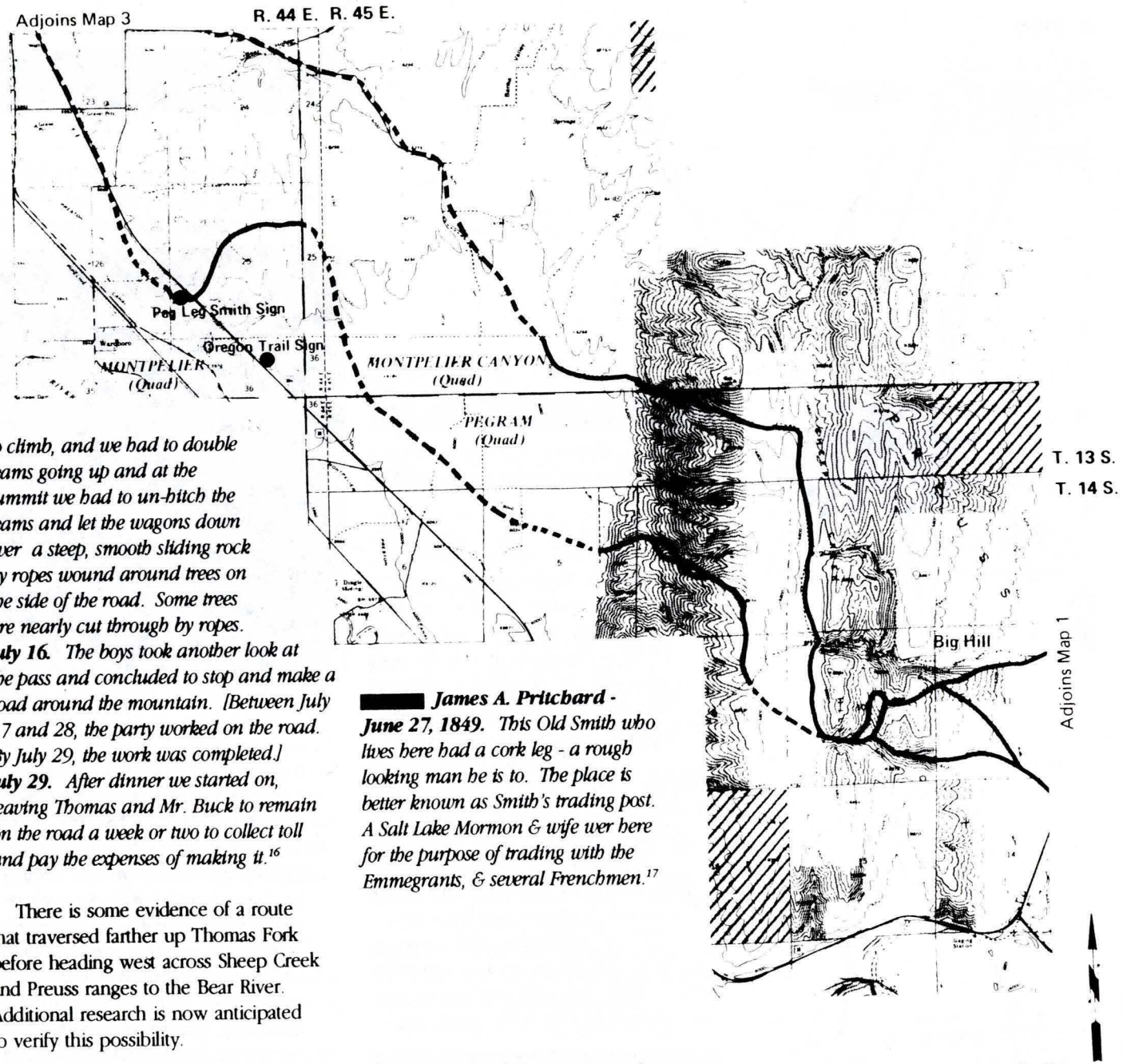
[redacted] *Margaret A. Frink - July 6, 1850.* *We started at six o'clock, forded Thomas Fork, and turning to the west, came to a high spur we were compelled to climb. The distance is seven miles, and we were five hours in crossing. Part of the way I rode on horseback, the rest I walked. The descent was very long and steep. All the wheels of the wagon were tied fast, and it slid along the ground. At one place the men held it back with ropes and let it down slowly.*[14]

[redacted] *Theodore Talbot - September 7, 1843.* *We went a few miles farther when we had to cross a very high hill, which is said to be the greatest impediment on the whole route from the United States to Fort Hall. The ascent is very long and tedious, but the descent is still more abrupt and difficult. I think that it might be avoided by following the river in the gap which it makes for itself through this same range of hills, and that by crossing and recrossing the river several times and a very little labor, a good road might be obtained.*[15]

In 1852, the McAuley party made the same observation as Talbot had in 1843. After crossing Big Hill, the McAuleys constructed a toll road variant along the river around Big Hill (the current route of U.S. Highway 30). Some emigrants took the new route, but after that year it appears high water had destroyed the road and discouraged any further attempts to use this variant.

[redacted] *Eliza Ann McAuley - July 15, 1852.* *Just before coming to the River we had the hardest mountain to cross on the whole route. It was very steep and difficult to climb, and we had to double teams going up and at the summit we had to un-hitch the teams and let the wagons down over a steep, smooth sliding rock by ropes wound around trees on the side of the road. Some trees are nearly cut through by ropes.*
July 16. *The boys took another look at the pass and concluded to stop and make a road around the mountain. [Between July 17 and 28, the party worked on the road. By July 29, the work was completed.]*
July 29. *After dinner we started on, leaving Thomas and Mr. Buck to remain on the road a week or two to collect toll and pay the expenses of making it.*[16]

There is some evidence of a route that traversed farther up Thomas Fork before heading west across Sheep Creek and Preuss ranges to the Bear River. Additional research is now anticipated to verify this possibility.

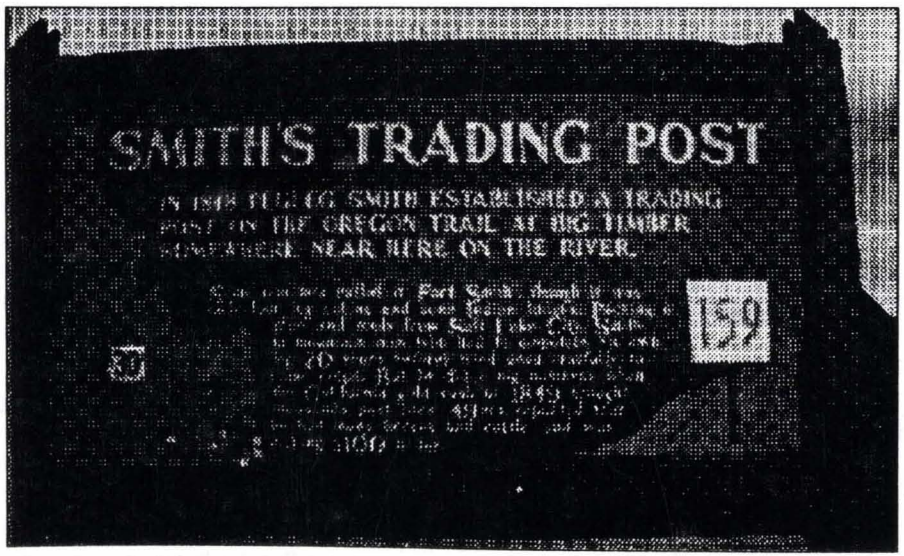


[redacted] *James A. Pritchard - June 27, 1849.* *This Old Smith who lives here had a cork leg - a rough looking man he is to. The place is better known as Smith's trading post. A Salt Lake Mormon & wife wer here for the purpose of trading with the Emmegrants, & several Frenchmen.*[17]

MAP 2

In 1848, Thomas L. "Peg Leg" Smith established a trading post at Big Timber along the Bear River (near the current community of Dingle) to trade with the emigrants. Mormons from Salt Lake later arrived near the site to ply their wares. Smith's post, which consisted of four log structures, lasted no longer than 1850. The Idaho Transportation Department has established an interpretative panel on U.S. Highway 30 near the location.

Amos Batchelder - August 14, 1849. *After crossing the valley and stream, we encamped near a trading post occupied by a mountaineer named Smith.... Smith is a fleshy, shrewd looking man, about 50 years old, and as rough as the tawny customers with which he is surrounded. He has for a wife one of the ladies, or squaws, from a neighboring tribe of Indians. This country is claimed and occupied by the Shoshones, or Snake Indians, who are a peaceable, harmless tribe, and generally friendly to the whites. Several lodges of these Indians are encamped in this vicinity. The females are engaged in dressing skins.*[18]



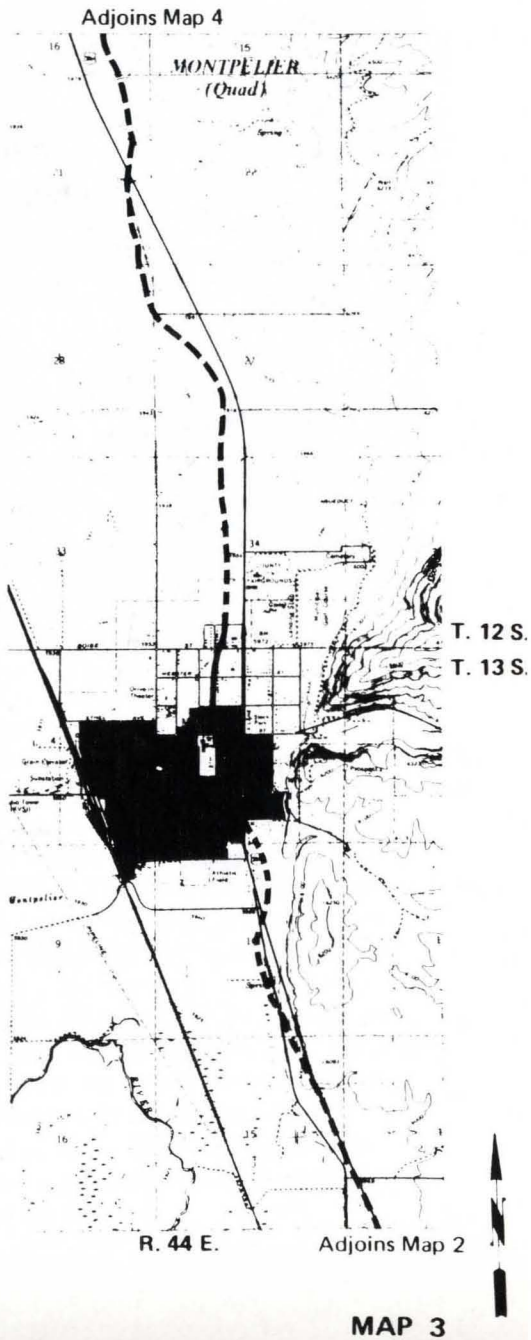
Smith's Trading Post — Idaho highway historical sign. (Dennis Hill, Bureau of Land Management, 1989)

MAP 3

Montpelier was settled by Mormons in 1864 and became Bear Lake Valley's major settlement after rail service arrived in 1881. A non-Mormon community grew up beside Montpelier's original settlement after the town became an Oregon Short Line division point. The following National Register of Historic Places sites are located in Montpelier: John A. Bagley house, Montpelier Odd Fellows Hall, and the Montpelier Historic District.

The Oregon Trail passes through Montpelier and continues north, paralleling and crossing U.S. Highway 30. The route of the emigrant trail has been replaced by the townsite and modern road development. Much of the surrounding landscape retains the historic setting of the area. Montpelier is the site of an annual Oregon Trail Rendezvous Pageant.

Elijah Bryan Farnham - 1849. *Went six m over a level road [from Smith's trading post] and through a beautiful valley and camped on Tullock's Fork [Montpelier Creek] of Bear River.*[19]



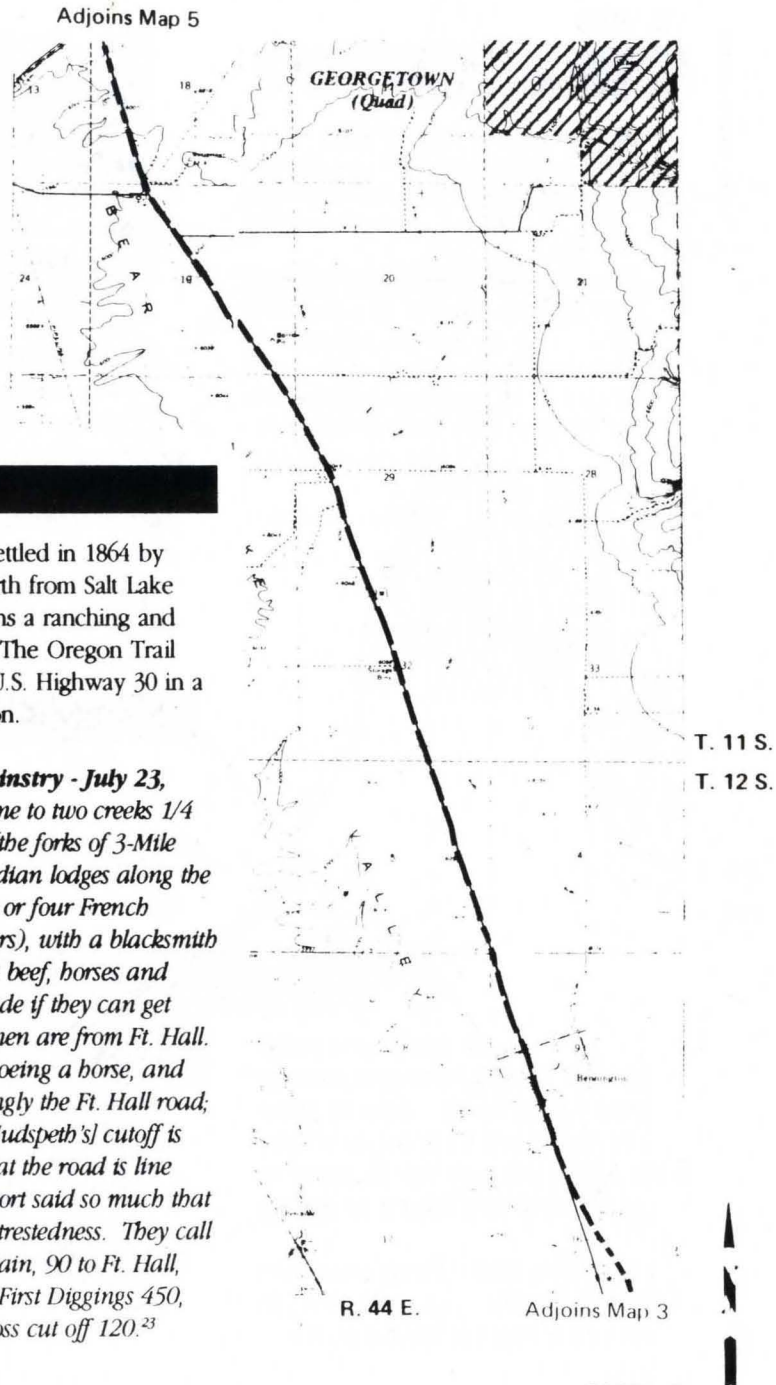
EXPLORATION

Fur trade exploration of the Snake River Plain commenced in 1811 when some of Andrew Henry's trappers (who had built a winter post in 1810 south of the Continental Divide on Henry's Fork of the Snake) crossed that zone on their way to New Mexico.[20] Their exact route has not been recorded, but later that year an overland Astorian party reached Henry's post and built canoes with which they explored the Snake River below Fort Hall. A canoe accident above Caldron Linn on October 28, 1811, terminated river navigation; from that point west, three Astorian parties walked overland to Astoria, Oregon. Donald Mackenzie's advance party took a northside Indian trail that led to a later Oregon Trail northern alternate west of Salmon Falls. His group continued west along a primary Oregon Trail route to Snake River, which he descended past a future Goodale's Cutoff crossing at Brownlee's Ferry. Two other Astorian groups followed the Snake more closely to later Fort Boise. When they had finished, they had examined three routes west of Caldron Linn and had followed much of an old Indian trail system later employed for emigrant trail segments.

Joseph Miller and some Astorian trappers who decided not to go on to Astoria wandered through eventual trail segments above Fort Hall. Miller joined Stuart's overland party returning in 1812 from Astoria to Saint Louis. Proceeding past Miller's earlier exploration, they discovered part of Hudspeth's Cutoff and continued on that route to Bear River west of Soda Springs and ascended Bear River to later Wyoming.[21]

Subsequent to the initial fur hunting exploration of 1811-1812, Donald Mackenzie returned to the Columbia in 1816 to organize an interior Snake Country fur trade. By 1818 he had expanded his fur empire to Bear River. Some of his trappers investigated later California Trail routes up Raft River in 1819; by 1820, Mackenzie had explored on to Green River, where his Snake expedition trapped with great success. He also explored the Goodale's Cutoff route from Lost River west to Boise in 1820. Exploration from Fort Hall to Soda Springs also came during this era.[22]

Exploration of a final main California Trail segment was completed in 1826 (assuming Mackenzie's trappers hadn't discovered Granite Pass in 1819) when Peter Skene Ogden took his Snake brigade of Hudson's Bay Company trappers from upper Raft River over Granite Pass to Goose Creek on May 15. By 1826, a large number of mountain men working out of Saint Louis were active in later southern Idaho. Some of them began to follow a direct route from Soda Springs to Cassia Creek and Raft River, used in 1849 for Hudspeth's Cutoff. With that discovery and with trapping expanding in an area later used for F. W. Lander's Fort Kearny, South Pass, and Honey Lake Wagon Road, fur trade exploration had disclosed almost all emigrant routes that came into use.



MAP 4

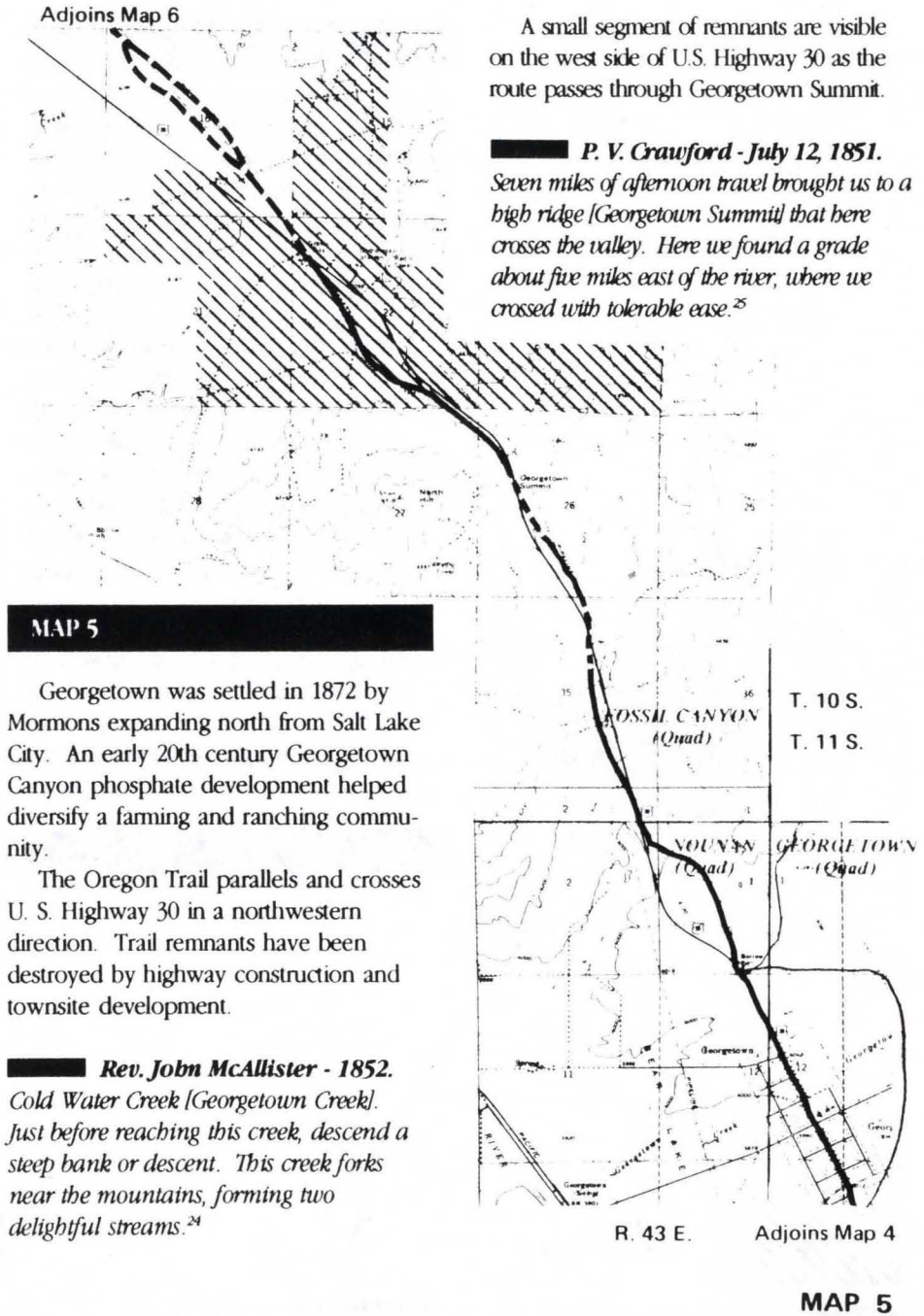
Bennington was settled in 1864 by Mormons moving north from Salt Lake City. The area remains a ranching and farming community. The Oregon Trail follows the route of U.S. Highway 30 in a northwesterly direction.

Byron McKinstry - July 23, 1850. *In 8 m. we came to two creeks 1/4 m. apart, 10 ft. wide [the forks of 3-Mile Creek] with several Indian lodges along the bank, also some three or four French Traders, (Mountaineers), with a blacksmith shop. They have fresh beef, horses and cattle for sale or to trade if they can get boot enough. These men are from Ft. Hall. They charge $5 for shoeing a horse, and recommend very strongly the Ft. Hall road; say that Hesdpeth's [Hudspeth's] cutoff is almost impassable, that the road is line with dead oxen, in short said so much that I suspicion their distntrestedness. They call it 25 m. to soda fountain, 90 to Ft. Hall, Humboldt River 250, First Diggings 450, Sacramento 680, across cut off 120.*[23]

FUR TRADE

Aside from exploration, fur trade operations provided several elements necessary for developing successful emigrant roads to Oregon and California. Trapping expeditions normally consisted of pack trains that followed Indian trails. Wagon trains commenced to haul supplies to maintain fur hunting operations after a substantial number of mountain men came west to trap beaver, opening a road west through South Pass prior to development of any serious interest in emigrant traffic. Trappers also provided a practical basis for Pacific Northwest missionary settlements. These in turn stimulated interest in farming possibilities and overland migration to new lands a long way west of Missouri and Iowa frontier outposts. When farmers and other settlers commenced to bring their emigrant wagons overland, retired trappers were available to escort their wagon trains. Fur trade forts provided supplies essential for emigrant traffic headed across vast stretches in which service communities were lacking. Retired trappers also started important used oxen rehabilitation and reconditioning facilities. Worn out oxen could be traded for oxen acquired during a previous season and restored so that they could haul wagons on westward. Stockraising gradually grew out of fur hunting, in part to support emigrant wagon traffic to California and western Oregon. Altogether, fur trappers contributed information and supplies essential to maintain practical emigrant routes through a difficult terrain.

Fur traders reached Rocky Mountain and Snake Country beaver streams from two directions after failure of John Jacob Astor's Pacific Fur Company delayed serious trapping until after 1816. Astoria (Fort George), supplanted by Fort Vancouver after 1824, provided a lower Columbia-Pacific Coast base for British trapping expeditions. Mountain men, supplied from Saint Louis, began to compete with Hudson's Bay Company traders in 1824. Donald Mackenzie returned to develop a North West Company Snake Country fur empire in 1816. From a base at Fort Nez Perces (later Fort Walla Walla), he took his annual Snake brigade of trappers and their families past an abandoned post John Reid had operated briefly close to later Fort Boise in 1813-1814. Reid's Pacific Fur Company venture had been intended as temporary, but not quite so temporary as his occupation there proved to be. An energetic Bannock band wiped out his enterprise in January 1814. Marie Dorion and her two infant children escaped only with great difficulty. Mackenzie held an 1819 trappers' rendezvous near Reid's location and sought to establish a permanent fort there that summer. He had a strategic site centrally located in an area of an annual regional summer assembly for trade and salmon fishing. Native resistance forced him to abandon his fort project,



MAP 5

Georgetown was settled in 1872 by Mormons expanding north from Salt Lake City. An early 20th century Georgetown Canyon phosphate development helped diversify a farming and ranching community.

The Oregon Trail parallels and crosses U. S. Highway 30 in a northwestern direction. Trail remnants have been destroyed by highway construction and townsite development.

Rev. John McAllister - 1852.
Cold Water Creek [Georgetown Creek]. Just before reaching this creek, descend a steep bank or descent. This creek forks near the mountains, forming two delightful streams.[24]

A small segment of remnants are visible on the west side of U.S. Highway 30 as the route passes through Georgetown Summit.

P. V. Crawford - July 12, 1851.
Seven miles of afternoon travel brought us to a high ridge [Georgetown Summit] that here crosses the valley. Here we found a grade about five miles east of the river, where we crossed with tolerable ease.[25]

so he continued his mobile trapping expeditions past Bear Lake. After he retired to Fort Garry (following a North West Company-Hudson's Bay Company merger in 1821), Mackenzie's annual Snake expedition continued for another decade under a series of competent leaders.

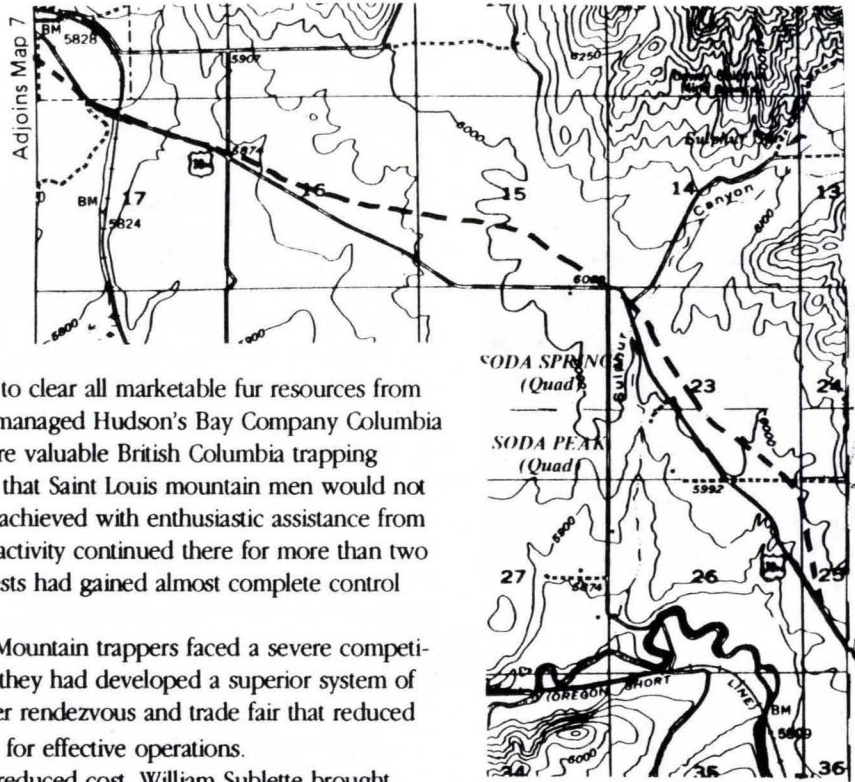
When Jedediah Smith and six other prominent mountain men brought Saint Louis competition to Hudson's Bay Company Snake Country beaver reserves in 1824, both trapping groups worked hard to clear all marketable fur resources from this disputed area. John McLoughlin, who managed Hudson's Bay Company Columbia Basin operations, wanted to protect still more valuable British Columbia trapping country by creating a relatively barren zone that Saint Louis mountain men would not be tempted to cross. By 1832 his goal was achieved with enthusiastic assistance from Jedediah Smith's followers. Some trapping activity continued there for more than two decades after that, but by 1838 British interests had gained almost complete control west of Green River.

Saint Louis companies supplying Rocky Mountain trappers faced a severe competitive disadvantage west of Green River. Yet they had developed a superior system of gathering their trappers in an annual summer rendezvous and trade fair that reduced expenses and gave them flexibility essential for effective operations.

In an effort to provide more supplies at reduced cost, William Sublette brought out a train of ten freight carts to a Wind River rendezvous site northeast of South Pass in 1830. If he had any need to, he could just as well have crossed to Green River (scene of six of these later summer trade fairs), where a two-wheel cannon had preceded him across South Pass in 1827. An 1834 Ham's Fork rendezvous site brought several sets of trappers and suppliers to an area through which later emigrant wagons rolled westward toward Oregon and California. Nathaniel Wyeth, who had an 1834 rendezvous supply contract dishonored by Rocky Mountain Company fur trappers, continued westward to Snake River and built Fort Hall. Thomas McKay, a Hudson's Bay Company associate, built Fort Boise to compete with Wyeth's post later in 1834.

This transition to fixed bases did not cut off annual rendezvous activities until 1840. But new trends were apparent. Jason Lee, a Methodist missionary, accompanied Wyeth and McKay to Oregon in 1834, and others followed. Depressed beaver prices, associated in part with changes in fashion by which silk hats replaced beaver hats, began to make Rocky Mountain fur hunting uneconomic.

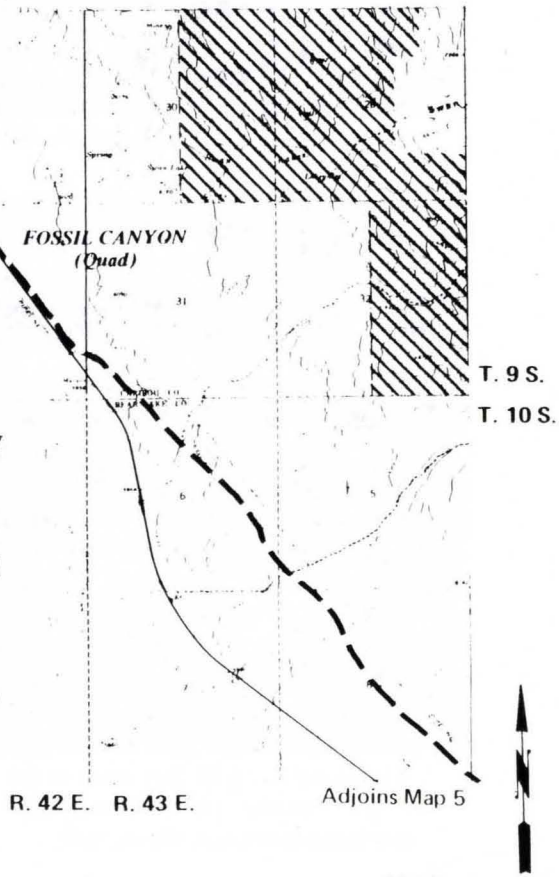
At a competitive disadvantage, mountain men had to retire and hire out as guides for wagon trains after 1840, if they did not leave to go into some other business elsewhere. Jim Bridger started a supply post to service emigrant traffic, and Richard Grant (who managed Fort Hall after Wyeth sold out to British interests, transforming his post into a Hudson's Bay Company establishment) eventually retired into an emigrant supply business of his own. Thomas L. Smith, known by then as "Peg Leg" Smith, likewise shifted into an emigrant post and Bear River horsestealing enterprise. By 1840, surviving fur trade operations west of Fort Laramie were limited to Hudson's Bay Company forts that serviced emigrant parties as well as shipping furs.



MAP 6

The Oregon Trail continues to parallel U.S. Highway 30 in a northwest direction through a ranching and farming area that gained rail service in 1882.

Rev. John McAllister - 1852.
The road now runs over several ravines, hollous, etc., but is not a very bad road; you will cross a branch or two in the next 15 miles but probably you will find but little water in them...Bear River 1/2 to 3 miles from the road.[26]



MAP 7

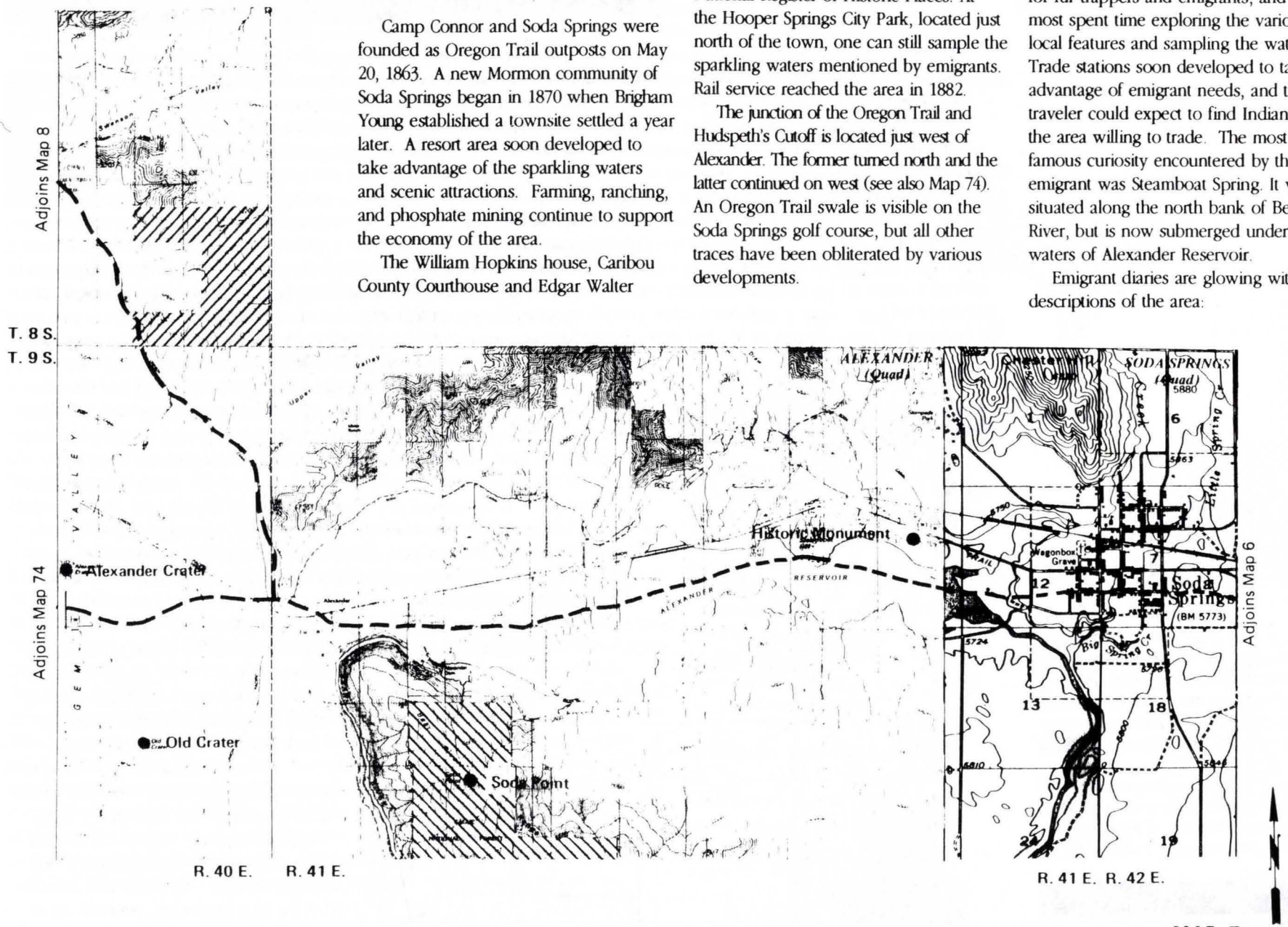
Camp Connor and Soda Springs were founded as Oregon Trail outposts on May 20, 1863. A new Mormon community of Soda Springs began in 1870 when Brigham Young established a townsite settled a year later. A resort area soon developed to take advantage of the sparkling waters and scenic attractions. Farming, ranching, and phosphate mining continue to support the economy of the area.

The William Hopkins house, Caribou County Courthouse and Edgar Walter Largilliere, Sr. houses are listed in the National Register of Historic Places. At the Hooper Springs City Park, located just north of the town, one can still sample the sparkling waters mentioned by emigrants. Rail service reached the area in 1882.

The junction of the Oregon Trail and Hudspeth's Cutoff is located just west of Alexander. The former turned north and the latter continued on west (see also Map 74). An Oregon Trail swale is visible on the Soda Springs golf course, but all other traces have been obliterated by various developments.

Soda Springs was a major attraction for fur trappers and emigrants, and most spent time exploring the various local features and sampling the water. Trade stations soon developed to take advantage of emigrant needs, and the traveler could expect to find Indians in the area willing to trade. The most famous curiosity encountered by the emigrant was Steamboat Spring. It was situated along the north bank of Bear River, but is now submerged under the waters of Alexander Reservoir.

Emigrant diaries are glowing with their descriptions of the area:



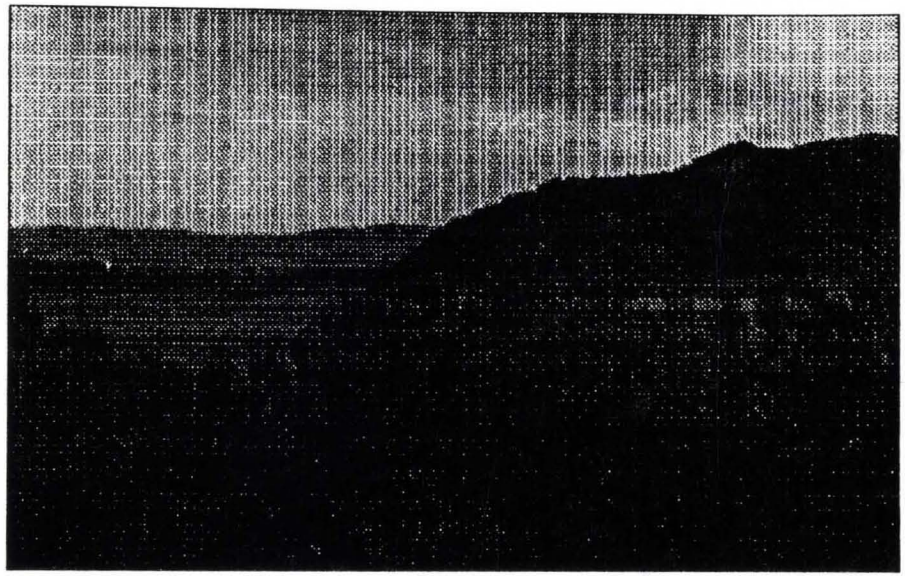
MAP 7

John Kirk Townsend - July 8, 1834. *Our encampment on the 8th, was near what are called the 'White-clay pits,' still on Bear River. The soil is soft chalk, white and tenacious; and in the vicinity are several springs of strong supercarbonated water, which bubble up with all the activity of artificial fountains. The taste was very agreeable and refreshing, resembling Saratoga water, but not so saline. The whole plain to the hills, is covered with little mounds formed of calcareous sinter, having depressions on their summits, from which once issued streams of water. The extent of these eruptions, at some former period, must have been very great. At about half a mile distant, is an eruptive thermal spring of the temperature of 90 [degrees], and near this is an opening in the earth from which a stream of gas issues without water.*[27]

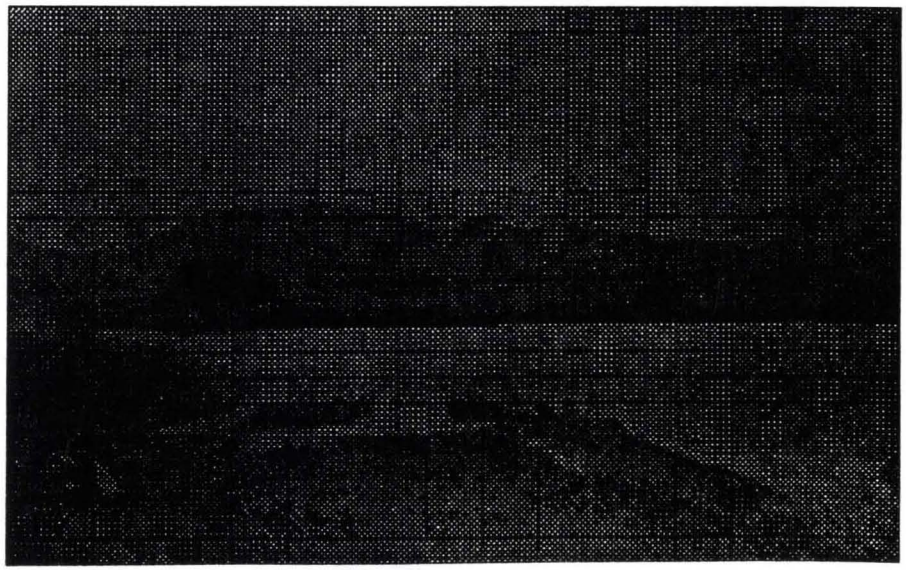
Joseph Williams - August 11, 1841. *We next came to soda springs. These springs seem to boil like a pot of water; but there is no heat in them, except one, that is just on the bank of the river, which is built in the form of a crawfish hole, about three feet high, formed a sediment thrown up by the water, which spouts about three feet high every quarter of a minute. There is an air hole near it that makes a noise like a steamboat, but not so loud.*[28]

Byron N. McKinstry - July 24, 1850. *In 4 miles from the springs the river turns directly round the end of the high mountain that has ever bordered the S. and W. side of Bear River. The mountain here rises most of the way perpendicular from the waters edge to a great height, say a thousand feet. [Fremont calls this the Sheep Rock.] The river now changes its course to the south for the great Salt Lake. It seems as if it had been running first N., then W. from its source to this point to get round this high mountain. Good bye to Bear River. In one farther we reached the junction of the Ft. Hall and Headspeth's [Hudspeth's] cut off roads, and after some debate and a vote it was decided to go by Ft. Hall, the minority grumbling greatly. The Mountaineers had invaribly advised us to take this rout. We now turn to the right, the cut off keeping due West.*[29]

P. V. Crawford - July 13, 1851. *This morning, seven miles over tolerably hilly roads brought us to the far-famed Lodge Springs [Soda Springs] on Bear River. Here nature seems to have put forth her best efforts. The high surrounding mountains, the summits of which are studded with snow; the beautiful groves of timber that stud the slopes, the rich swards of grass that carpet the valley, the beautiful streams that course the valley, with the novel looking soda mounds with the bubbling springs, all combined to make this one of the most lovely spots on the earth. It entirely baffles description. Here we lay the balance of this day, contemplating the grandeur.*[30]

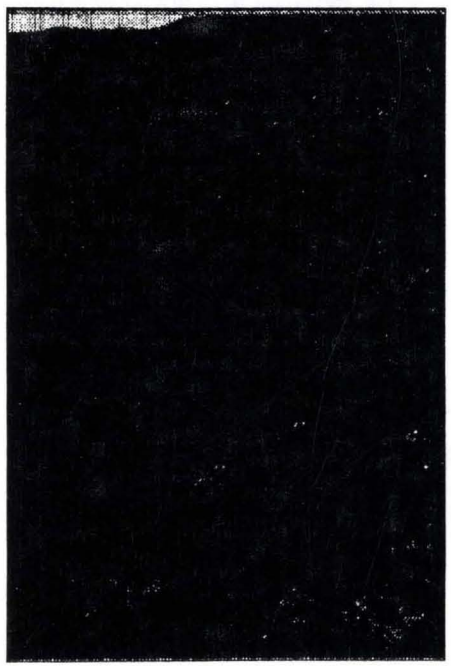


Soda Point, formerly Sheep Rock. (Dennis Hill, Bureau of Land Management, 1989)



Steamboat Springs. (USGS, H.T. Stearns, 1923, No. 156)

[redacted] ***Richard Augustus Keen - June 16, 1852.*** *[T]here are about 50 frenchmen here they have Indian Wives and appear contented there is a large village of Snake Indians here they are horse racing I have witnessed several races 8 or 10 run at a time they have splendid horses and hundreds some of the finest horses I have ever seen. Some of the Boys are buying buckskin suits (i e) Coat & pants 14 dollars the pr the frenchmen appear very Anxious to buy all the Powder they Can get One of the Boys Doc Humly traded horses with an Indian and gave him an Accordean to boot the Indian was well pleased with the Accordean.*[31]

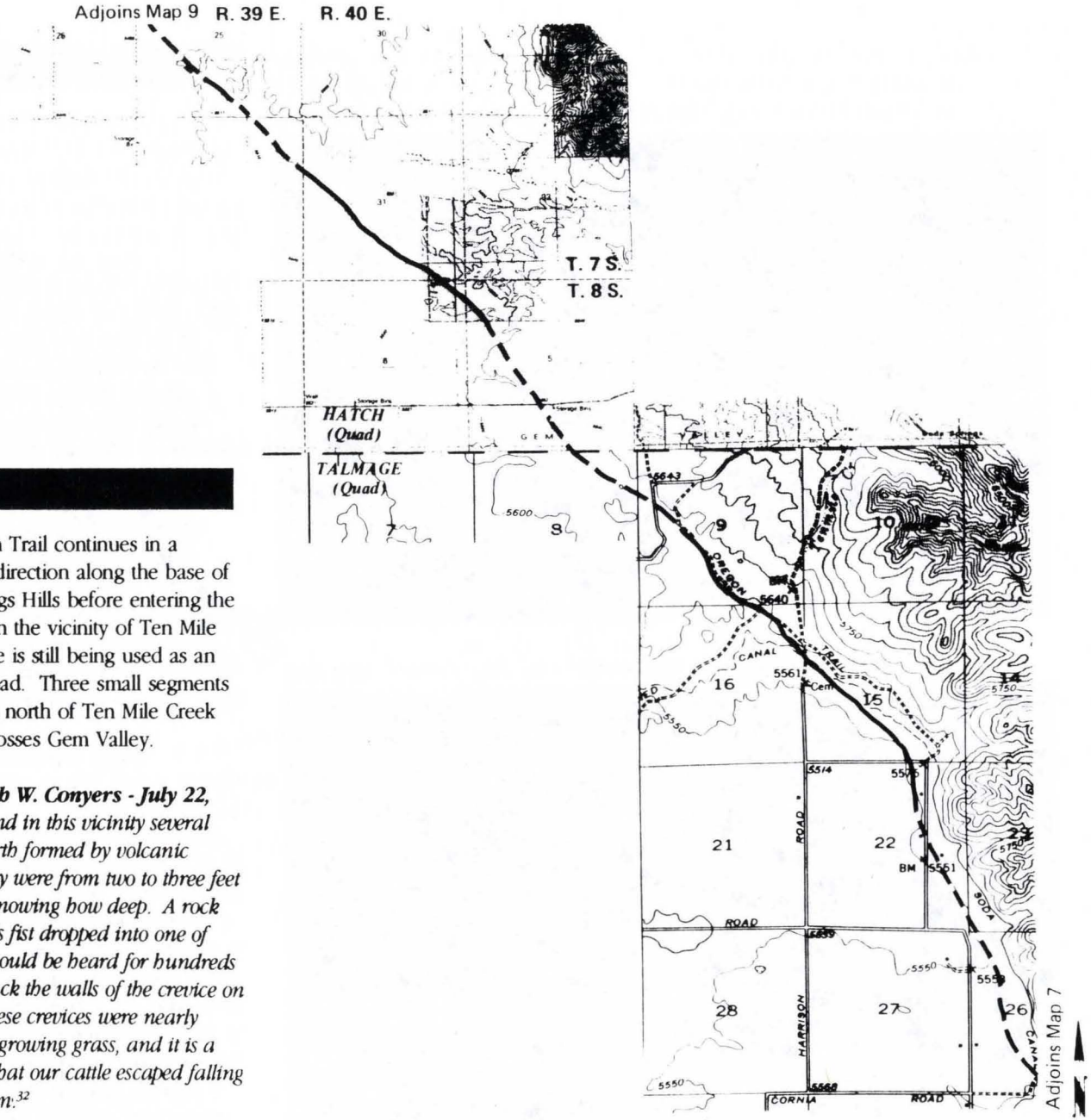


Volcanic fissure in Gentile Valley. (Dennis Hill, Bureau of Land Management, 1989)

MAP 8

The Oregon Trail continues in a northwesterly direction along the base of the Soda Springs Hills before entering the Gem Valley. In the vicinity of Ten Mile Creek the route is still being used as an unimproved road. Three small segments are also visible north of Ten Mile Creek as the route crosses Gem Valley.

[redacted] ***Enoch W. Conyers - July 22, 1852.*** *We found in this vicinity several crevices the earth formed by volcanic eruptions. They were from two to three feet wide and no knowing how deep. A rock the size of one's fist dropped into one of these crevices could be heard for hundreds of feet as it struck the walls of the crevice on either side. These crevices were nearly covered by the growing grass, and it is a great wonder that our cattle escaped falling into one of them.*[32]



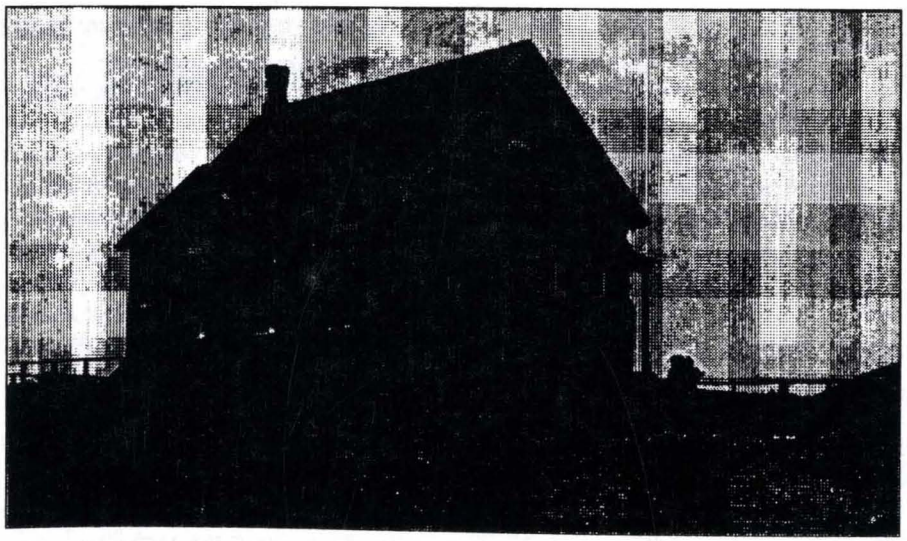
MAP 8

MAP 9

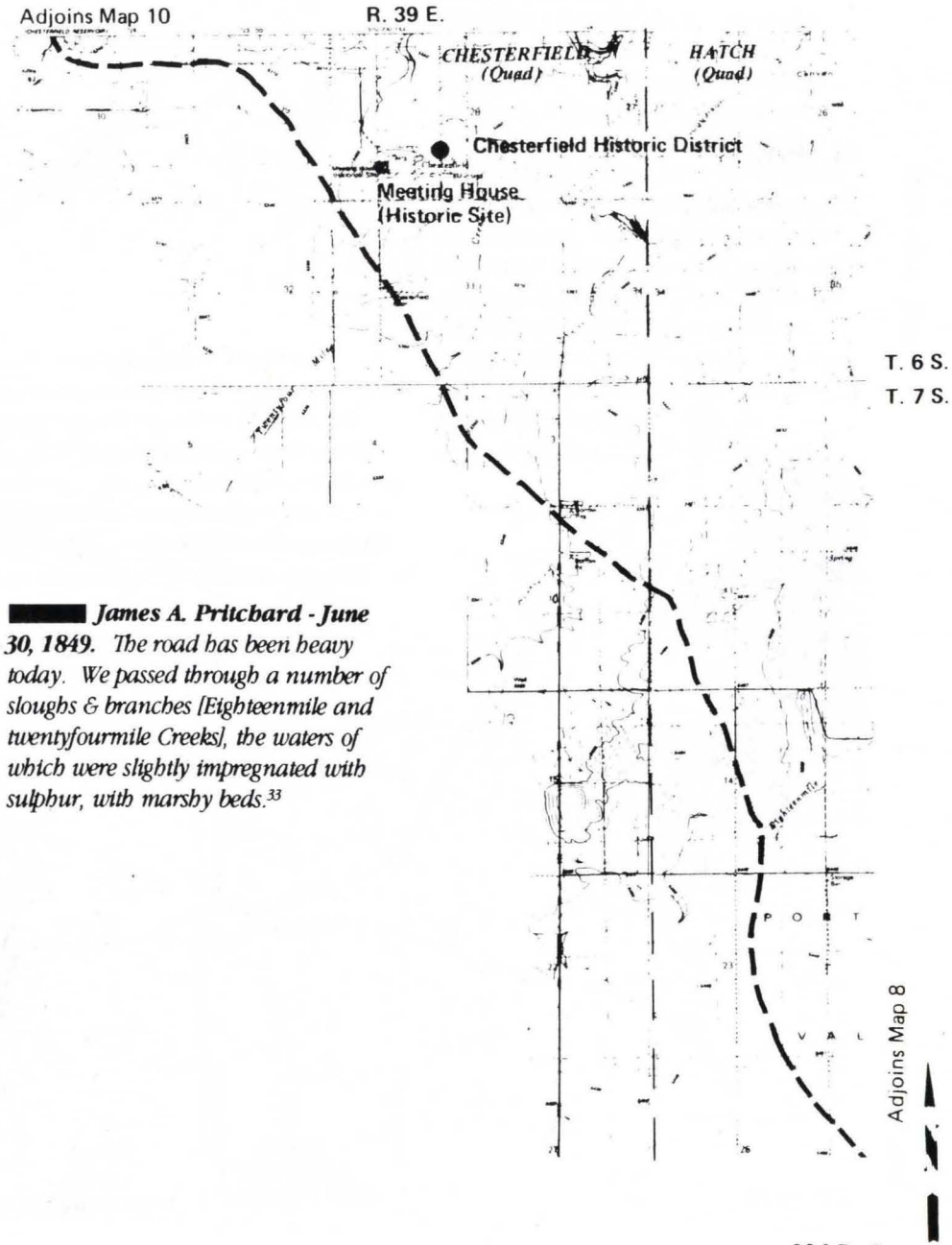
Traversing agricultural cropland, the Oregon Trail passes along the east side of the Portneuf Valley past the community of Chesterfield. Chesterfield Historic District is listed in the National Register of Historic Places. In 1879, Chester Call and his nephew Christian Nelson established a ranch here for the grazing of horses. Chester persuaded some of his relatives to relocate from Bountiful, Utah, to the area, and by 1882 a number of families were living in the vicinity. An informal congregation of the Mormon Church was established in 1883 and was formalized as a Ward in 1884. Desiring a more organized settlement, church leaders from Utah designated a townsite, and directed the laying out of a town grid on high ground. The town was called Chesterfield after an English location and in honor of Chester Call.

The Chesterfield Foundation, formed in 1979 to acquire and preserve the townsite, is actively working to conserve and restore the more than 40 buildings in this National Register Historic District. Good examples of early log, frame, and brick structures remain, including perhaps the best preserved Mormon tithing yard, plus an early school, meetinghouse and general store. The church is open by appointment and contains a collection of artifacts and photographs of early pioneers and activities. Contact Jean Treasurer at 2888 Chesterfield Road, telephone (208) 648-7897.

Remnants of the trail have been destroyed by agricultural development.



Chesterfield Meetinghouse, built 1887-1892. (Craig Call, Chesterfield Foundation)



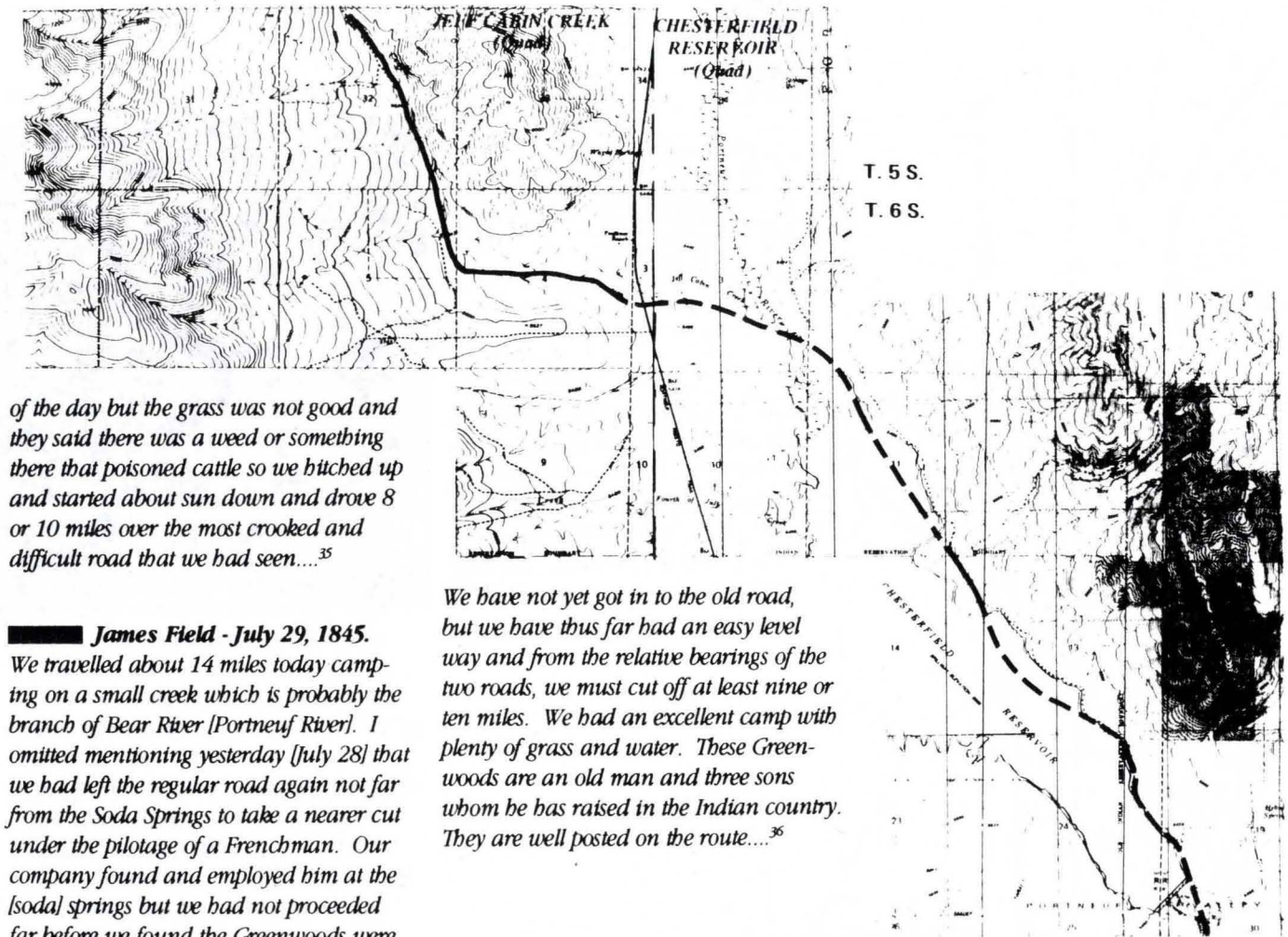
James A. Pritchard - June 30, 1849. *The road has been heavy today. We passed through a number of sloughs & branches [Eighteenmile and twentyfourmile Creeks], the waters of which were slightly impregnated with sulphur, with marshy beds.*[33]

MAP 9

MAP 10

The Oregon Trail continues in a northwesterly direction along the eastern bank of and through Chesterfield Reservoir to the Portneuf River Crossing and then enters the Fort Hall Indian Reservation. Access to the Fort Hall Indian Reservation is controlled by the Shoshone-Bannock Tribes of Fort Hall. Inquiries concerning the Emigrant Trails should be addressed to the Shoshone-Bannock Tribes, P.O. Box 306, Fort Hall, Idaho 83203. Please respect tribal property rights. A small segment is visible along the east bank of the reservoir. Continuous remnants begin when the trail reaches Jeff Cabin Greek.

Adjoins Map 11



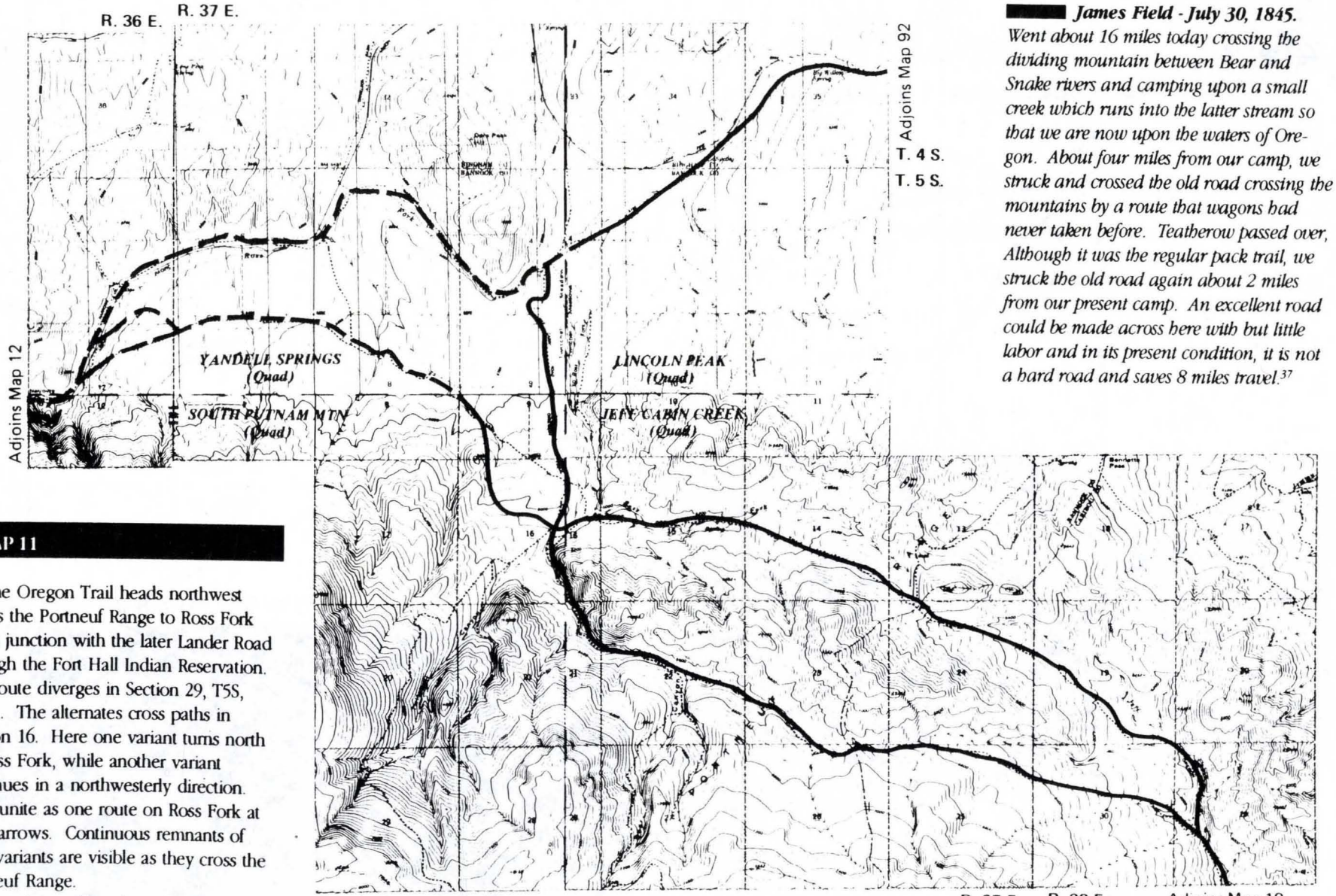
Adjoins Map 9

MAP 10

Absolom B. Harden - July 24, 1847. *[W]e came 6 mills and came to portnaff creek [Portneuf] here was a great many traders and indians campt to trade with the Emegrants this tributary runs into the Snake river and snake in to the Colloumbia river then we came on 4 mills and came to the mountains where we leave this creek....*[34]

Susan Amelia Cranston - July 11, 1851. *Drove 7 miles crossed 2 small streams came to Port Neuf there was a tole bridge across it but we forded it and had the luck to upset a wagon although is was no worse place than we have crossed many times the wagon and loading were so wet and muddy that we had to lay by the rest of the day but the grass was not good and they said there was a weed or something there that poisoned cattle so we hitched up and started about sun down and drove 8 or 10 miles over the most crooked and difficult road that we had seen....*[35]

James Field - July 29, 1845. *We travelled about 14 miles today camping on a small creek which is probably the branch of Bear River [Portneuf River]. I omitted mentioning yesterday [July 28] that we had left the regular road again not far from the Soda Springs to take a nearer cut under the pilotage of a Frenchman. Our company found and employed him at the [soda] springs but we had not proceeded far before we found the Greenwoods were conducting Teatherows company by the same route and as they made a plain road for us to follow, our pilot returned. We have not yet got in to the old road, but we have thus far had an easy level way and from the relative bearings of the two roads, we must cut off at least nine or ten miles. We had an excellent camp with plenty of grass and water. These Greenwoods are an old man and three sons whom he has raised in the Indian country. They are well posted on the route....*[36]



MAP 11

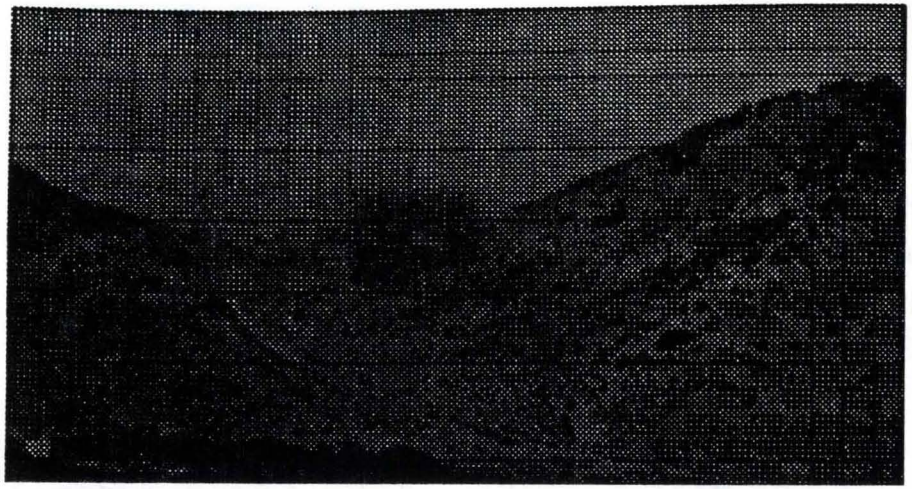
The Oregon Trail heads northwest across the Portneuf Range to Ross Fork and a junction with the later Lander Road through the Fort Hall Indian Reservation. The route diverges in Section 29, T5S, R38E . The alternates cross paths in Section 16. Here one variant turns north to Ross Fork, while another variant continues in a northwesterly direction. They unite as one route on Ross Fork at the Narrows. Continuous remnants of both variants are visible as they cross the Portneuf Range.

Phosphate mining brought a Union Pacific spur line to the area.

James Field - July 30, 1845.

Went about 16 miles today crossing the dividing mountain between Bear and Snake rivers and camping upon a small creek which runs into the latter stream so that we are now upon the waters of Oregon. About four miles from our camp, we struck and crossed the old road crossing the mountains by a route that wagons had never taken before. Teatherow passed over, Although it was the regular pack trail, we struck the old road again about 2 miles from our present camp. An excellent road could be made across here with but little labor and in its present condition, it is not a hard road and saves 8 miles travel.[37]

MAP 11



Ross Fork. (USGS, G.R. Mansfield, 1913, No. 138)

Henry Allyn - July 15, 1853.

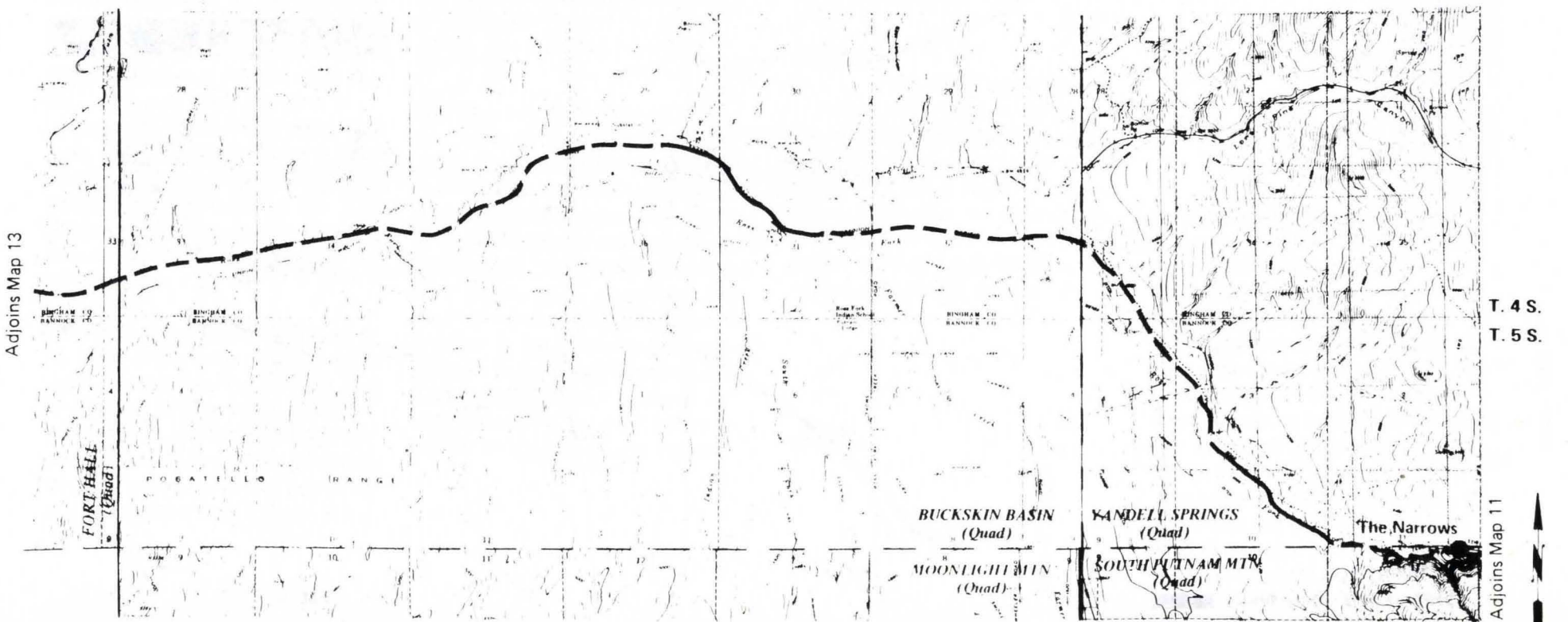
...we commence again to climb the everlasting hills, as the valley was too crooked. We traveled upwards about 3 1/2 miles, part of the way very steep and then were but half way to the summit, but the road took down a ravine toward the valley and was very rocky, sideling and many short pitches. While going down this defile we pass some of the most splendid springs I ever saw. The ravine that we started down soon became a large creek, being augmented by many springs. We continued down this creek till the valley of Portesnith (Port Neuf) opened before us....[38]

MAP 12

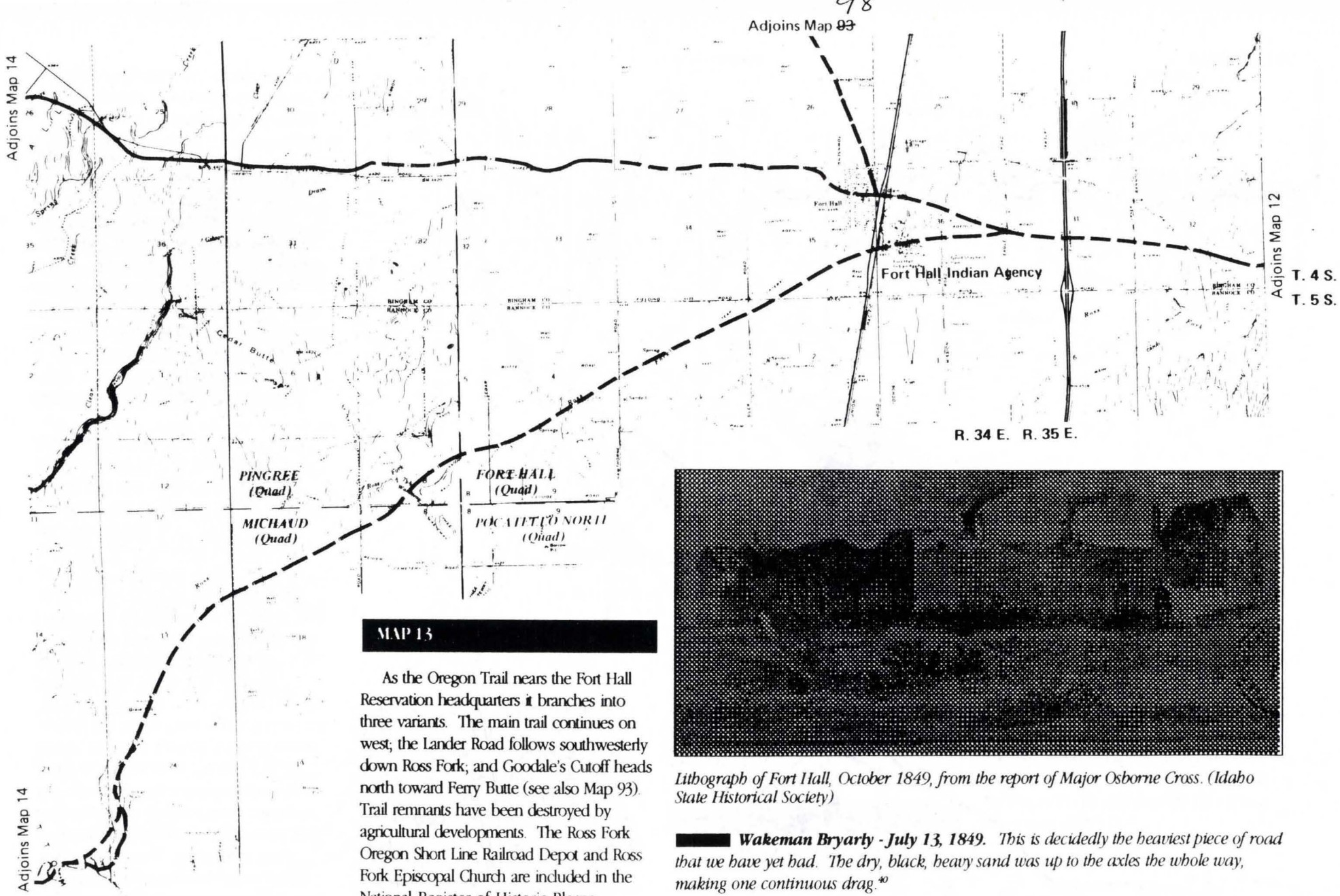
The Oregon Trail continues in a westerly direction down Ross Fork through the Fort Hall Indian Reservation. Scattered segments are visible until the trail enters irrigated cropland.

Peter Decker - June 28, 1849.

Near camp passed through a very romantic gorge between high rugged ridges snow 80 ft high & firm near road, can look down 100 to 150 ft perpendicular & see the stream of a spring above rush through a narrow gorge of wildest character.[39]



MAP 12



MAP 13

As the Oregon Trail nears the Fort Hall Reservation headquarters it branches into three variants. The main trail continues on west; the Lander Road follows southwesterly down Ross Fork; and Goodale's Cutoff heads north toward Ferry Butte (see also Map 93). Trail remnants have been destroyed by agricultural developments. The Ross Fork Oregon Short Line Railroad Depot and Ross Fork Episcopal Church are included in the National Register of Historic Places.

Lithograph of Fort Hall, October 1849, from the report of Major Osborne Cross. (Idaho State Historical Society)

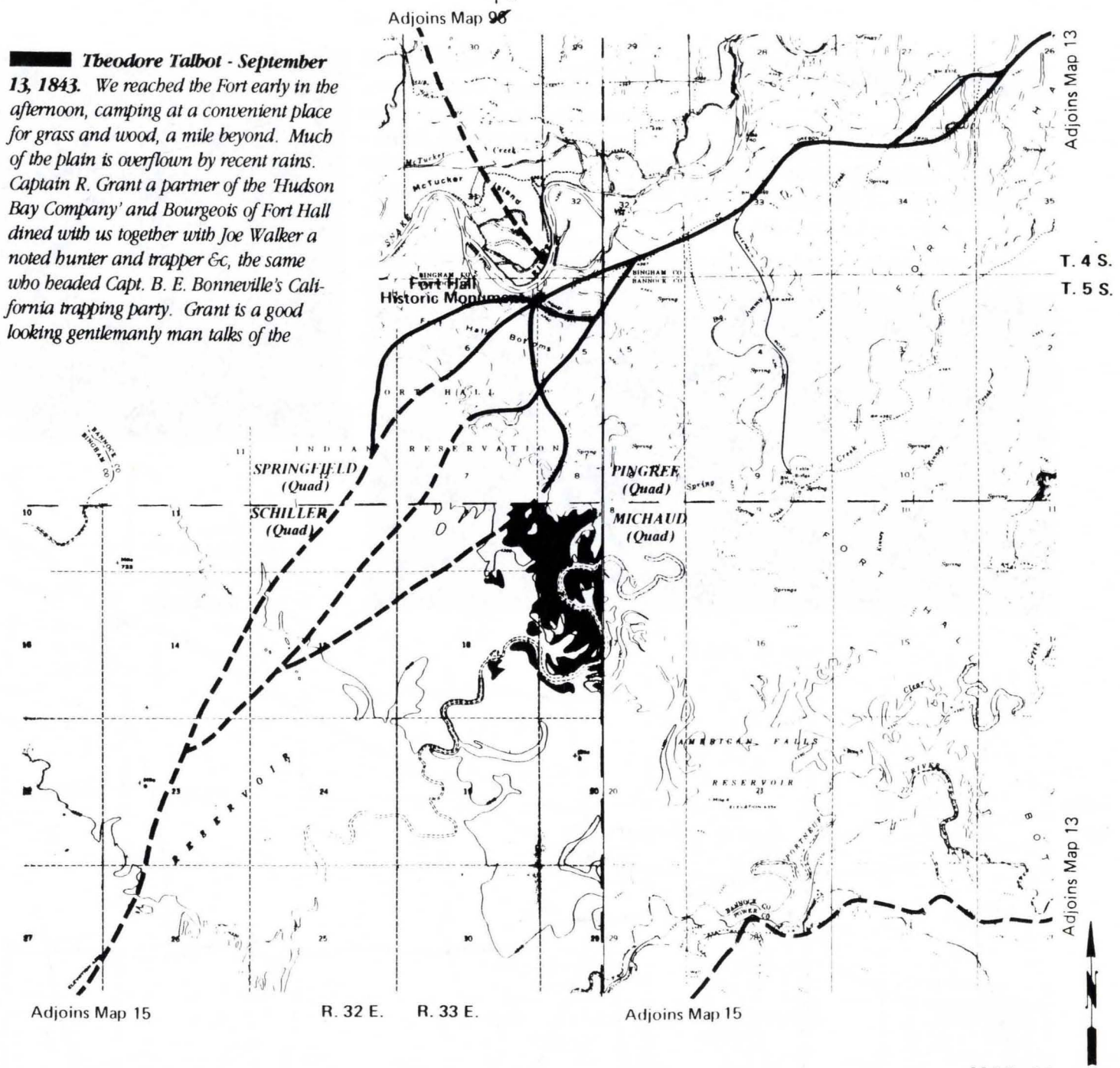
Wakeman Bryarly - July 13, 1849. *This is decidedly the heaviest piece of road that we have yet had. The dry, black, heavy sand was up to the axles the whole way, making one continuous drag.*[40]

MAP 14

The Oregon Trail continues across the Fort Hall Indian Reservation in a southwesterly direction. The Lander Road continues to follow down Ross Fork to a crossing of the Portneuf River. Reclamation and agricultural developments have eradicated portions of the trail and the Lander Road. A Goodale's Cutoff variant crossed the Snake River north of Fort Hall, but no trace of the route remains (see also Map 96). The site of Fort Hall was declared a National Historic Landmark on October 15, 1966. For over two decades (1834-1856) fur trappers and Oregon Trail wagon trains came by the doors of this adobe fort. Nathaniel Wyeth, an ambitious Bostonian, built the post in 1834 but sold his holdings to the Hudson's Bay Company, whose staff took over in 1838. British Fort Hall continued to welcome travelers even though it became United States Territory in 1846.

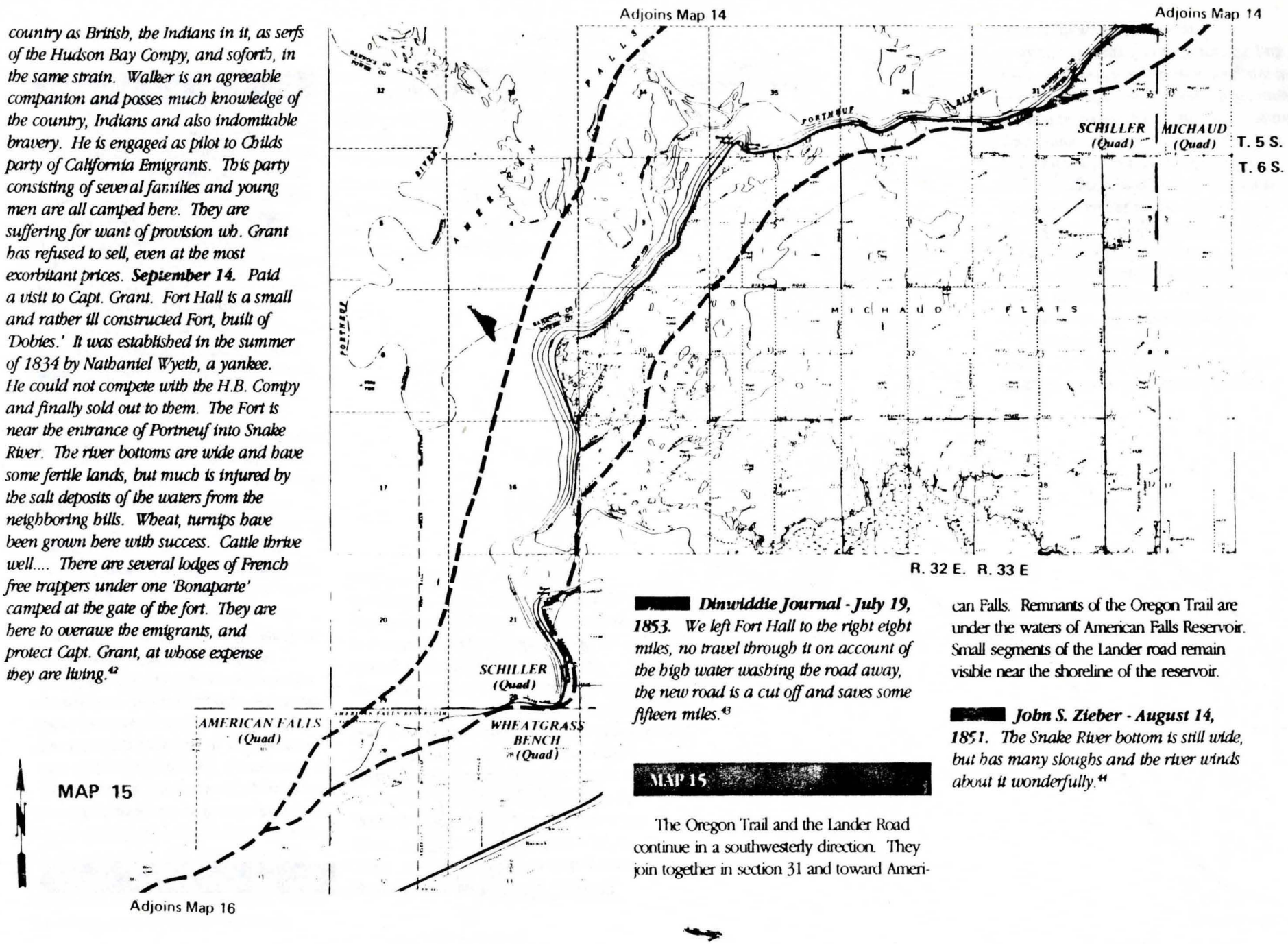
Osborne Russell - July 18, 1834. *we commenced the Fort which was a stockade 80 ft square built of Cotton wood trees set on end sunk 2 1/2 feet in the ground and standing about 15 feet above with two bastions 8 ft square at the opposite angles. On the 4th of August the Fort was completed. And on the 5th the 'Stars and Stripes' were unfurled to the breeze at Sunrise in the center of a savage and uncivilized country over an American Trading Post.*[41]

Theodore Talbot - September 13, 1843. *We reached the Fort early in the afternoon, camping at a convenient place for grass and wood, a mile beyond. Much of the plain is overflown by recent rains. Captain R. Grant a partner of the 'Hudson Bay Company' and Bourgeois of Fort Hall dined with us together with Joe Walker a noted hunter and trapper &c, the same who headed Capt. B. E. Bonneville's California trapping party. Grant is a good looking gentlemanly man talks of the*



MAP 14

country as British, the Indians in it, as serfs of the Hudson Bay Compy, and soforth, in the same strain. Walker is an agreeable companion and posses much knowledge of the country, Indians and also indomitable bravery. He is engaged as pilot to Childs party of California Emigrants. This party consisting of several families and young men are all camped here. They are suffering for want of provision wh. Grant has refused to sell, even at the most exorbitant prices. ***September 14.*** *Paid a visit to Capt. Grant. Fort Hall is a small and rather ill constructed Fort, built of 'Dobies.' It was established in the summer of 1834 by Nathaniel Wyeth, a yankee. He could not compete with the H.B. Compy and finally sold out to them. The Fort is near the entrance of Portneuf into Snake River. The river bottoms are wide and have some fertile lands, but much is injured by the salt deposits of the waters from the neighboring hills. Wheat, turnips have been grown here with success. Cattle thrive well.... There are several lodges of French free trappers under one 'Bonaparte' camped at the gate of the fort. They are here to overawe the emigrants, and protect Capt. Grant, at whose expense they are living.*[42]



Dinwiddie Journal - July 19, 1853. *We left Fort Hall to the right eight miles, no travel through it on account of the high water washing the road away, the new road is a cut off and saves some fifteen miles.*[43]

MAP 15

The Oregon Trail and the Lander Road continue in a southwesterly direction. They join together in section 31 and toward American Falls. Remnants of the Oregon Trail are under the waters of American Falls Reservoir. Small segments of the Lander road remain visible near the shoreline of the reservoir.

John S. Zieber - August 14, 1851. *The Snake River bottom is still wide, but has many sloughs and the river winds about it wonderfully.*[44]

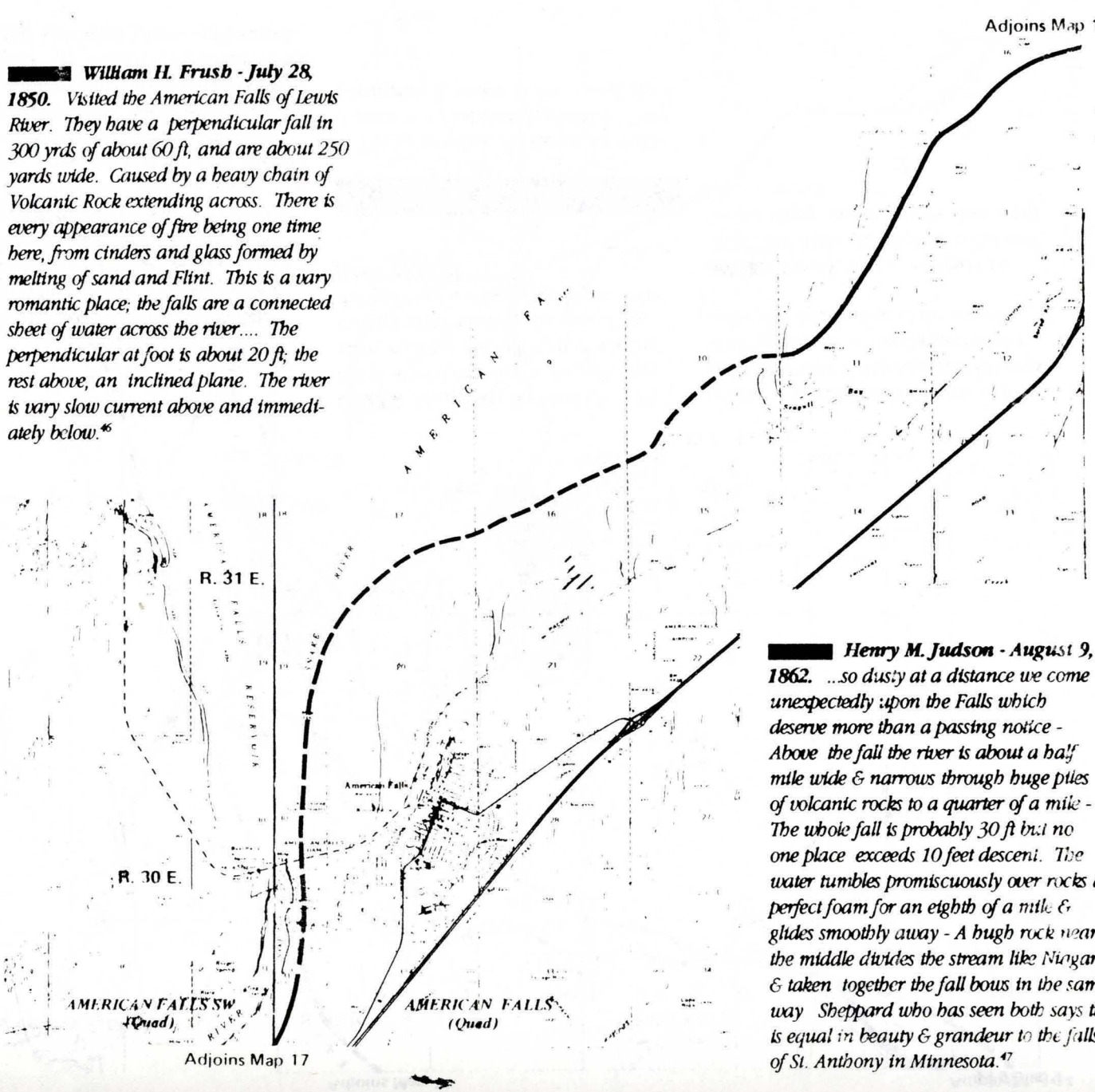
MAP 16

In 1881, T .T. Danilson ran a ferry and a small store for travelers. The next year, American Falls became an Oregon Short Line Railroad community. Construction of the American Falls dam in 1927 necessitated the moving of the town to the current site. In low water, the streets and foundations of the original townsite can still be seen. The American Falls Eastshore Power Plants and Power County Courthouse are listed in the National Register of Historic Places.

The Oregon Trail runs in a southwest direction along the south bank of the reservoir to Seagull Bay. At this point, the trail enters the reservoir. It then runs south through the town of American Falls. All physical evidence of the route has been destroyed. The American Falls were a noted landmark for emigrants.

Theodore Talbot - September 24, 1843. *...camping at the 'American Falls' so called from the melancholy fate of some six or eight Americans who were drowned here some years since. There are several rapids, the greatest fall is about 15 feet. The whole difference of level between the upper and lower reaches of the river I should estimate at forty-five feet. There are many large rocks among the rapids, and a lofty wall of rock on the same side of the river as the principal fall of water. As seen from below it presents a very romantic appearance.*[45]

William H. Frush - July 28, 1850. *Visited the American Falls of Lewis River. They have a perpendicular fall in 300 yrds of about 60 ft, and are about 250 yards wide. Caused by a heavy chain of Volcanic Rock extending across. There is every appearance of fire being one time here, from cinders and glass formed by melting of sand and Flint. This is a vary romantic place; the falls are a connected sheet of water across the river.... The perpendicular at foot is about 20 ft; the rest above, an inclined plane. The river is vary slow current above and immediately below.*[46]



Henry M. Judson - August 9, 1862. *...so dusty at a distance we come unexpectedly upon the Falls which deserve more than a passing notice - Above the fall the river is about a half mile wide & narrows through huge piles of volcanic rocks to a quarter of a mile - The whole fall is probably 30 ft but no one place exceeds 10 feet descent. The water tumbles promiscuously over rocks a perfect foam for an eighth of a mile & glides smoothly away - A hugh rock near the middle divides the stream like Niagara & taken together the fall bows in the same way Sheppard who has seen both says this is equal in beauty & grandeur to the falls of St. Anthony in Minnesota.*[47]

MAP 17

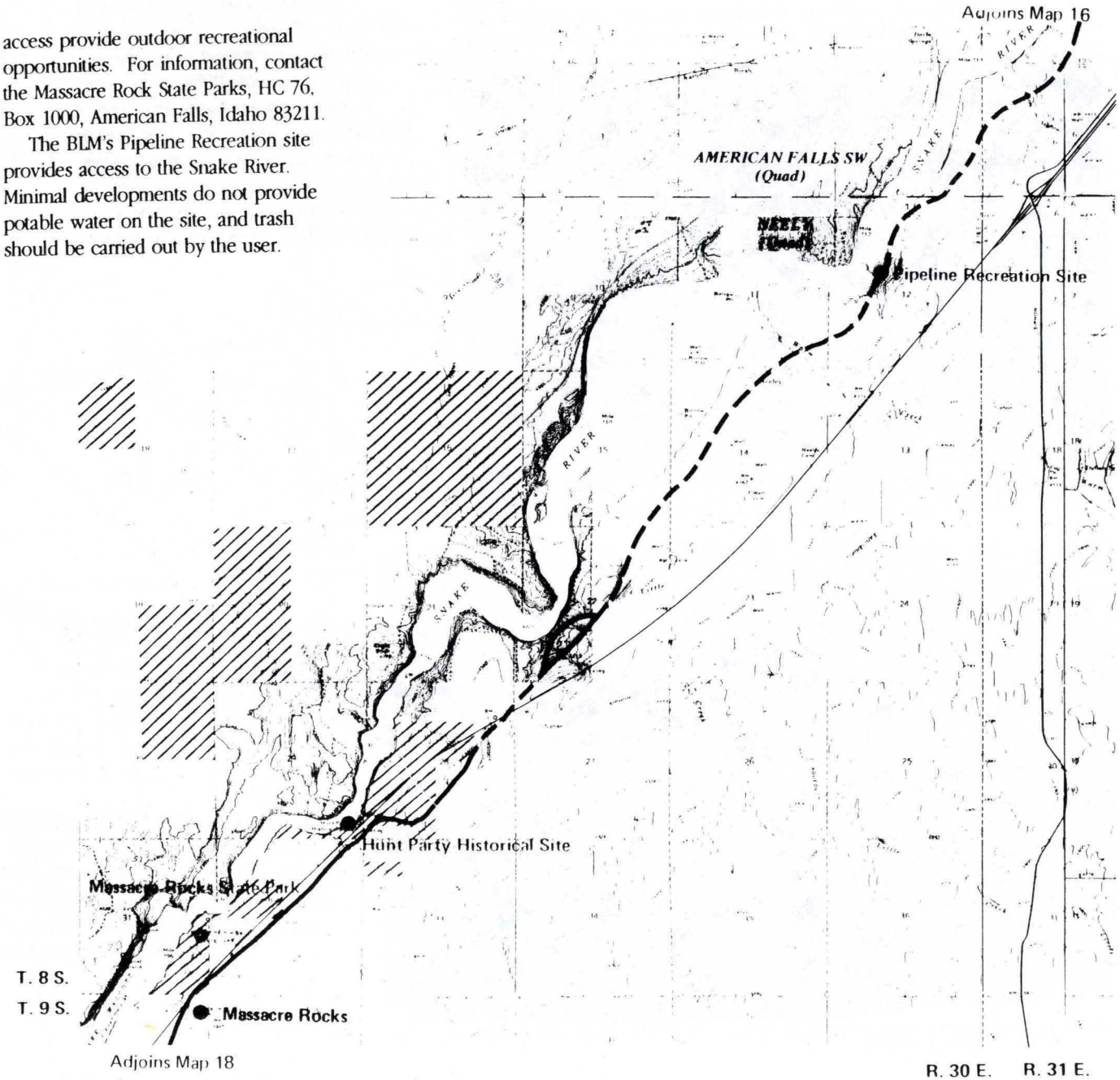
A widely reported Indian attack occurred in the Massacre Rocks area on August 9, 1862. Two small wagon trains were attacked, and eight men and one woman were killed, while others were wounded. During an attempt to recover the stolen goods and animals, a few men were wounded and one killed. Some of the participants believed that white men were involved in the skirmishes. The Museum at Massacre Rocks State Park maintains displays that interpret the area's history. Signs direct individuals to the excellent ruts located within the Park.

Trail remnants between Massacre Rocks and Coldwater Hill were placed on the National Register of Historic Places on July 24, 1978.

Cyrus C. Loveland, August 2, 1850, "Volcano Gap." *This is a passage between two monstrous piles of rocks thirty or forty feet high, just wide enough for a good wagon road between. As I passed between these monuments of nature, I beheld on either side the names of many who had gone before us. Made sixteen or eighteen miles and camped on the bluff close the river's bottom.*[48]

The Massacre Rocks State Park includes 566 acres with 52 camping units (a nominal fee is charged). The Park contains modern rest rooms and visitor center. In addition to viewing the trail routes and landmarks in the park, hiking trails, a boat launching area, ski docks, and fishing access provide outdoor recreational opportunities. For information, contact the Massacre Rock State Parks, HC 76, Box 1000, American Falls, Idaho 83211.

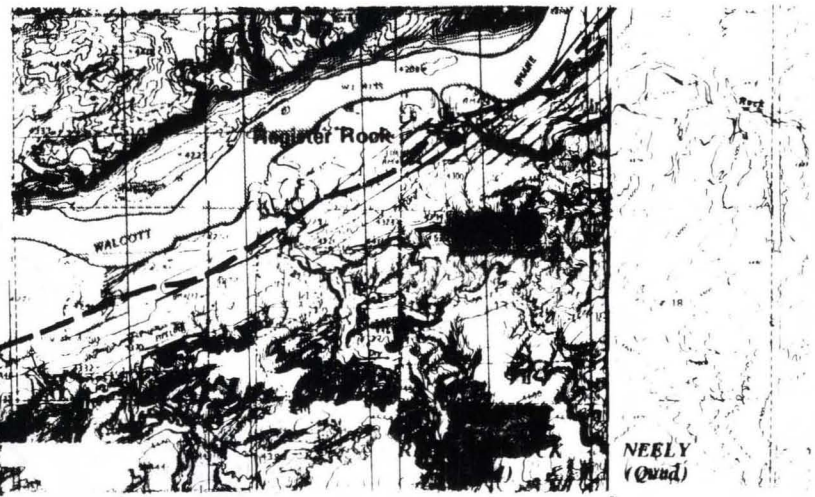
The BLM's Pipeline Recreation site provides access to the Snake River. Minimal developments do not provide potable water on the site, and trash should be carried out by the user.

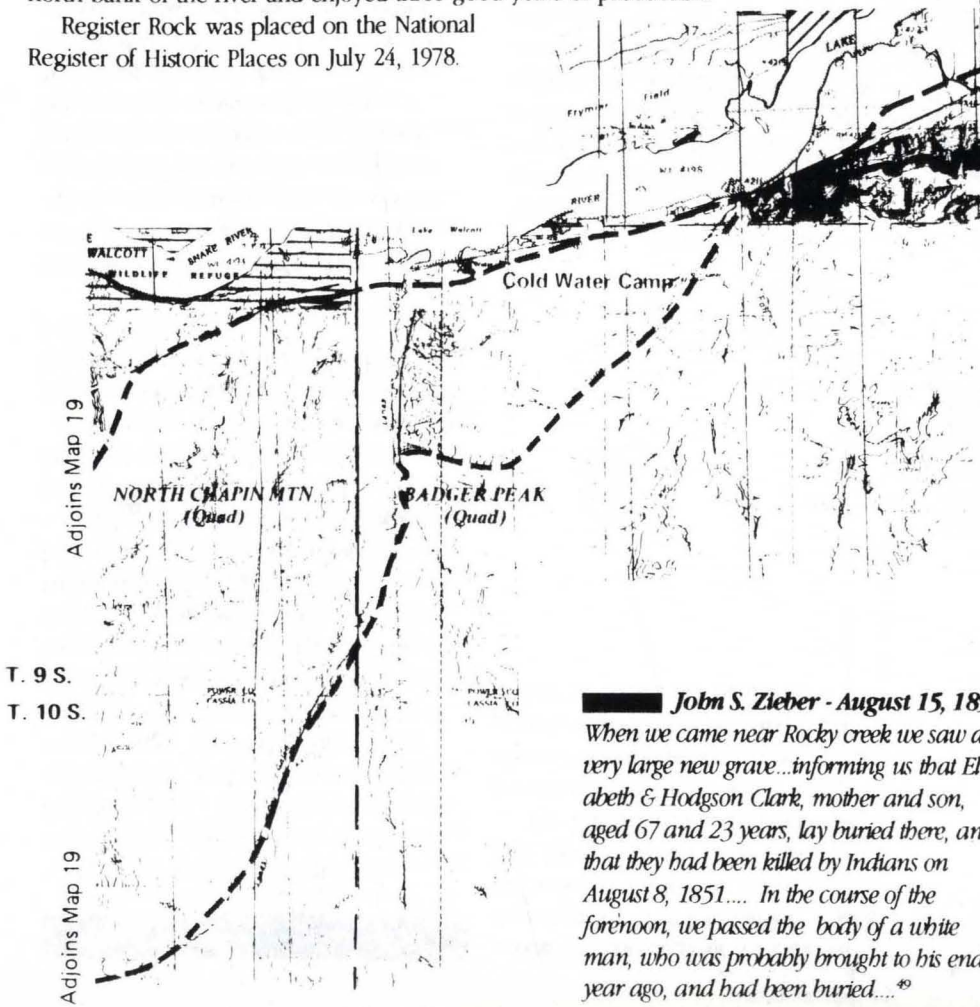


MAP 18

Intact remnants are visible as the trail ascends Coldwater Hill. They are readily accessible from an eastbound rest stop. Register Rock, an emigrant names rock, is currently part of a State Park picnic ground. The area was utilized as a campground by emigrants. Bonanza Bar was a Snake River fine gold camp that started development in 1878. The site was located on the north bank of the river and enjoyed three good years of production.

Register Rock was placed on the National Register of Historic Places on July 24, 1978.

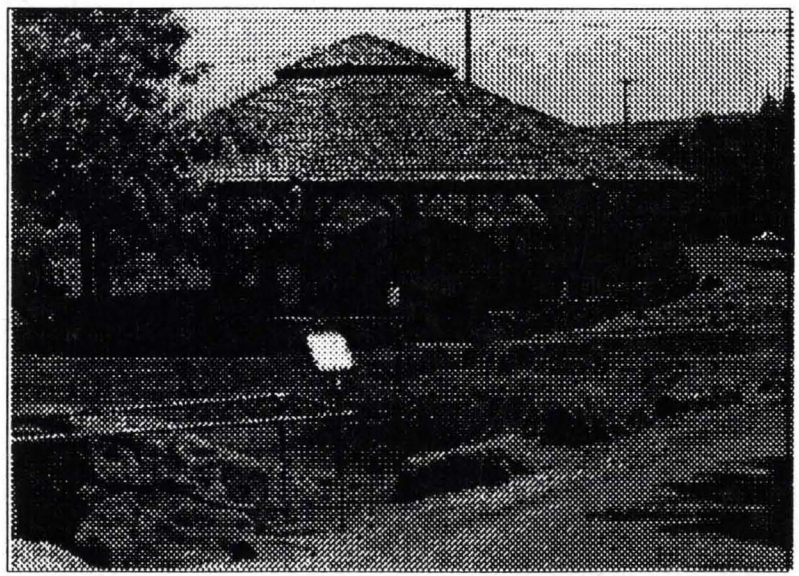




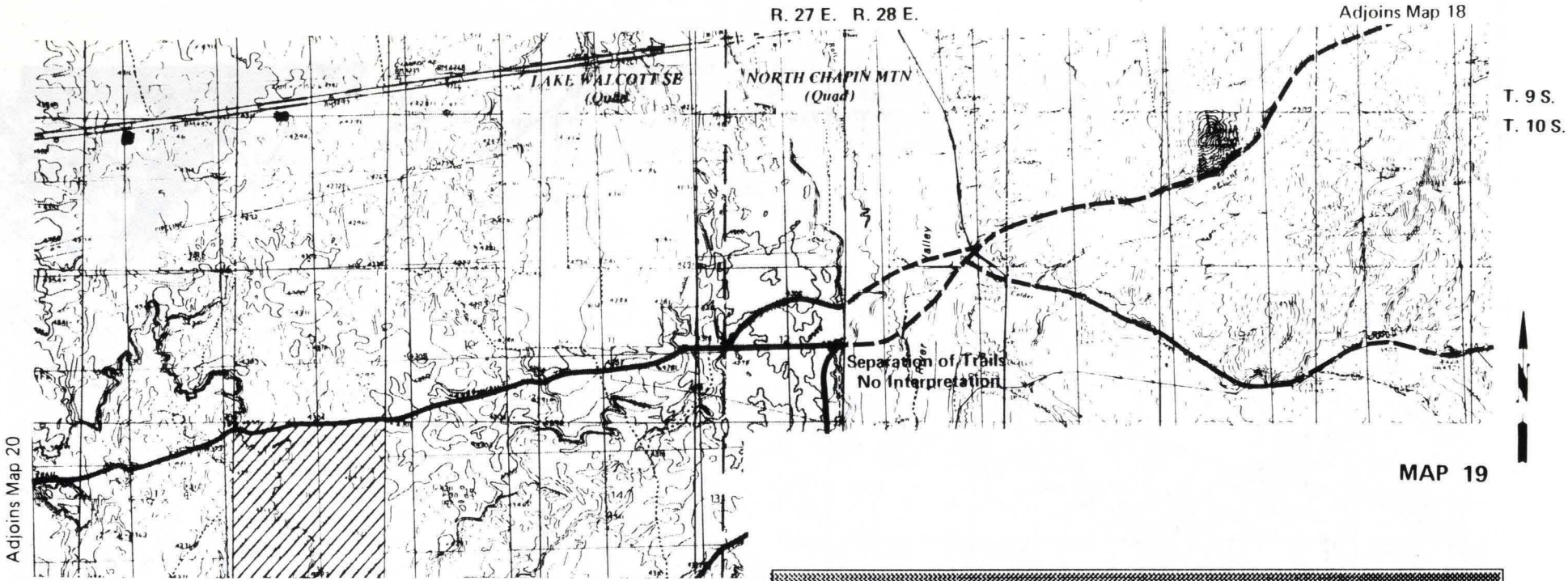
MAP 18

John S. Zieber - August 15, 1851.

When we came near Rocky creek we saw a very large new grave...informing us that Elizabeth & Hodgson Clark, mother and son, aged 67 and 23 years, lay buried there, and that they had been killed by Indians on August 8, 1851.... In the course of the forenoon, we passed the body of a white man, who was probably brought to his end a year ago, and had been buried....[49]



A protective pavilion covers Register Rock, and a developed picnic area surrounds the site. (Peter M. Laudeman, Bureau of Land Management, 1989)

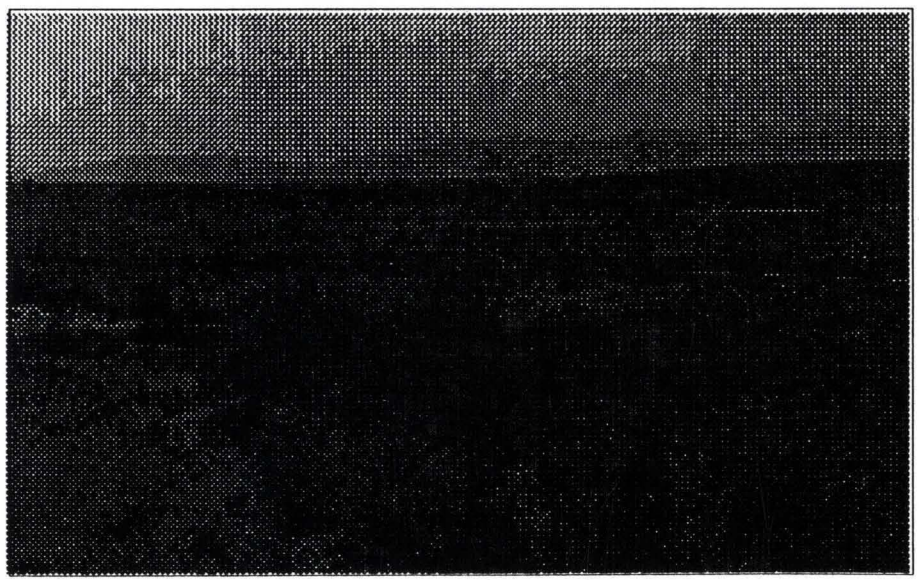


MAP 19

In Sec 12, T10S, R27E, the Oregon and California trails diverge after the Raft River Crossing. The former continues on westward and the latter turns southwest up Raft River. Traffic on the California Trail from this point began in 1843. The Raft River Crossing is one of the component sites of the Oregon National Historic Trail. Remnants of both trails are still visible west of Raft River. Visitors are requested not to use vehicles along the trail route because it is rough and contains several fences without gates. The Burley District of the Bureau of Land Management has established an Area of Critical Environmental Concern (ACEC) along this segment of the emigrant trail.

Elizabeth Adams, who was wounded during an Indian attack near Massacre Rocks on August 9, 1862, succumbed to her wounds near the junction and was buried nearby.

[redacted] ***Robert C. Scott - August 12, 1862.*** *Mrs. Adams, who was wounded in the fight of the other train, died last night. We buried her this morning. Here some of our train will leave us and take the road to California.*[50]



Looking west from Raft River. (Peter M. Laudeman, Bureau of Land Management, 1989)

MAP 20

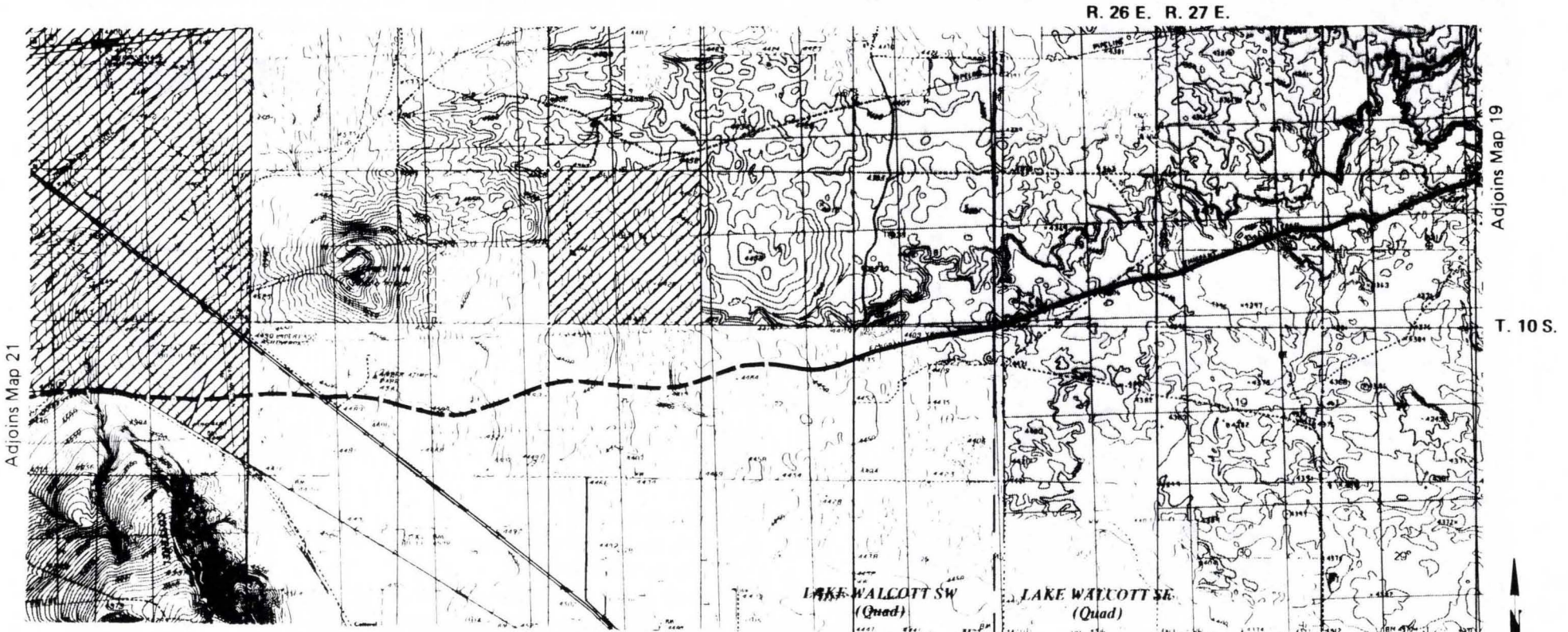
Discontinuous trail remnants are visible as the route heads in a westerly direction across Sage Plain and recent agricultural developments.

Seven miles of the trail directly west of the Raft River are public land managed by the BLM, and one mile is on Idaho State land. Along this stretch, the unspoiled trail routes must appear much as they did when the last wagons rolled across the area. These are some of the best ruts in this part of Idaho.

The emigrants that crossed this gently rolling plain noted great difficulty because of the rocks and rough road. The evidence of past volcanic activity which formed the Snake River Plain was also noted by many of the emigrants.

Today the segment remains very rough, and vehicles should not be used. The modern highway system closely parallels the historic route. Hiker and horseback use is somewhat limited because there are no fence gates along the trail. Existing fence gates off the trail should be used to prevent damage to fences.

Approximately 7 1/2 miles of slightly-disturbed emigrant trail between Raft River and Cotterel Mountains constitute the best remaining segment of the Oregon Trail on public land in the Burley District of the Bureau of Land Management. This segment has been designated as an Area of Critical Environmental Concern by the Burley District manager under the Cassia Resource Management Plan. The ACEC includes approximately 600 acres. The ACEC (I-25596 1/21/88) is also posted on the master title plats.

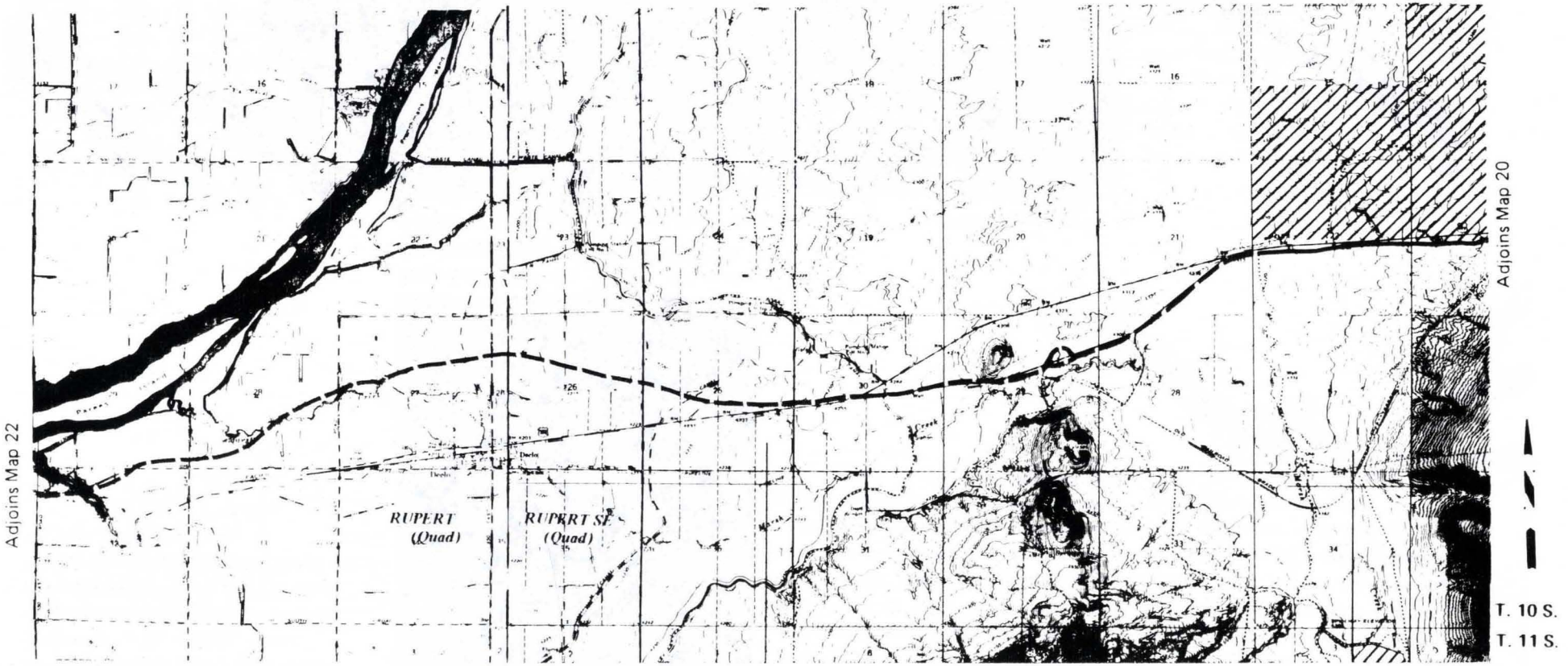


MAP 20

MAP 21

The route parallels Highway 81 on the return to the south bank of the Snake River. The crossing of Marsh Creek was a welcomed campground for the emigrants. Marsh Creek was the first water the emigrants encountered after crossing the Raft River eighteen miles to the east. This creek flows north and northwest from the mountains into a low basin in the lava field. The basin forms a shallow marsh where the emigrants noted a "swampy place."

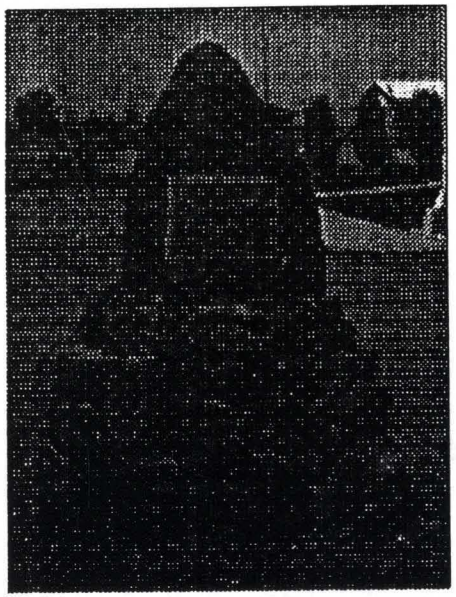
A small segment is discernible south of Highway 81, but further evidence has been destroyed by agricultural development and railway and highway construction.



MAP 21

MAP 22

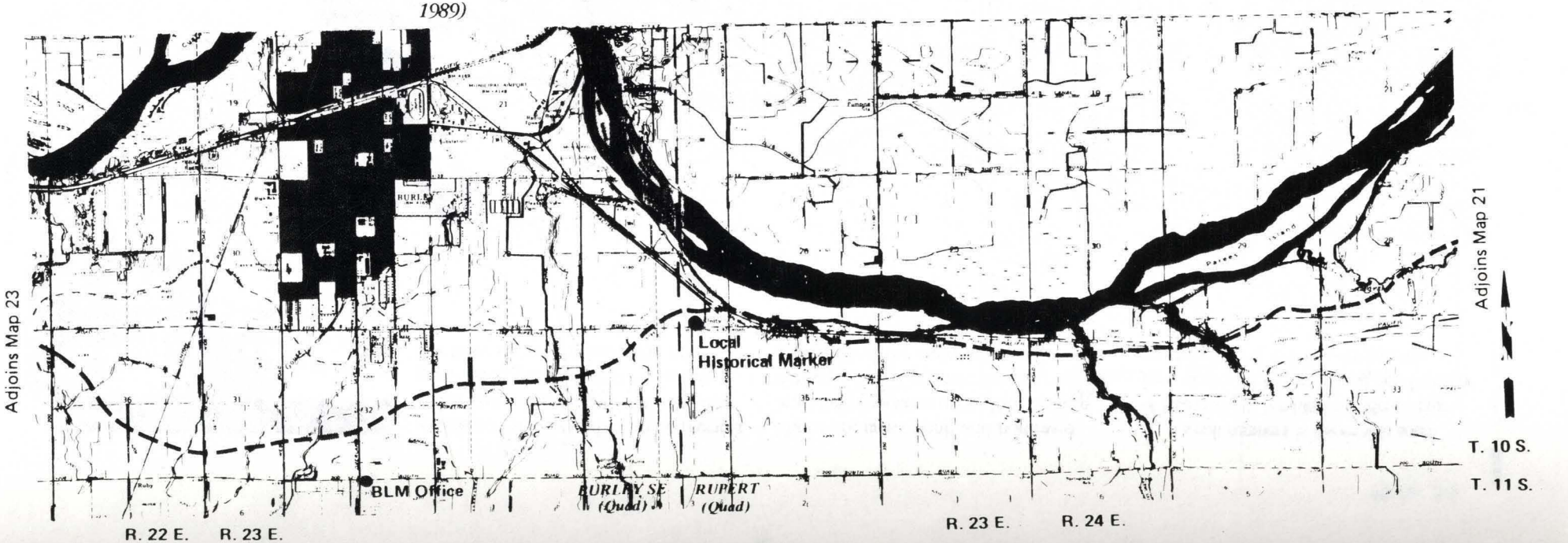
Minidoka Tract development led to a sudden growth of Burley when water became available in 1906. Physical evidence of the trail was destroyed by the resulting developments. The Cassia County Courthouse is listed in the National Register of Historic Places.



Historical marker east of Burley. (Peter M. Laudeman, Bureau of Land Management, 1989)

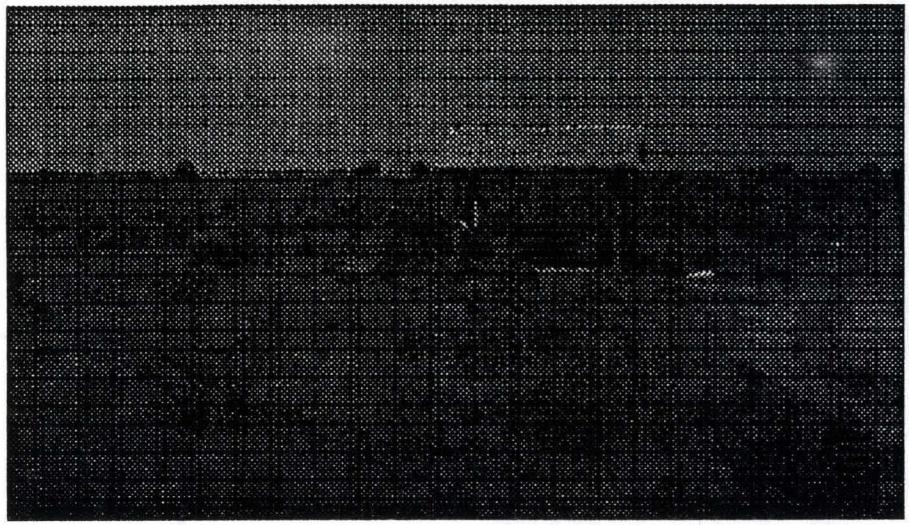
Joel Palmer - August 16, 1845.

We traveled about twenty-three miles. Four miles brought us to Goose Creek. We found difficulty in crossing, and no good location for a camp. After seven miles travel we reached the river; but little grass. Twelve miles brought us to Dry Branch; here also was unsuitable ground for encamping, as the water was standing in pools. The road we traveled was very dusty, and portions of it quite stony; here the river runs through a rocky kanyon. The cliffs are sometimes of the height of one thousand feet, and nearly perpendicular. Above the kanyon, the river is two or three hundred yards wide; but at this place it not more than one hundred and fifty feet; and at one place, and where there is a fall of some twenty feet, its width does not exceed seventy five feet. In our march this day I attempted to get down to the river to procure a drink of water, but for six miles was unable to do so, owing to the steep precipitous banks.[51]



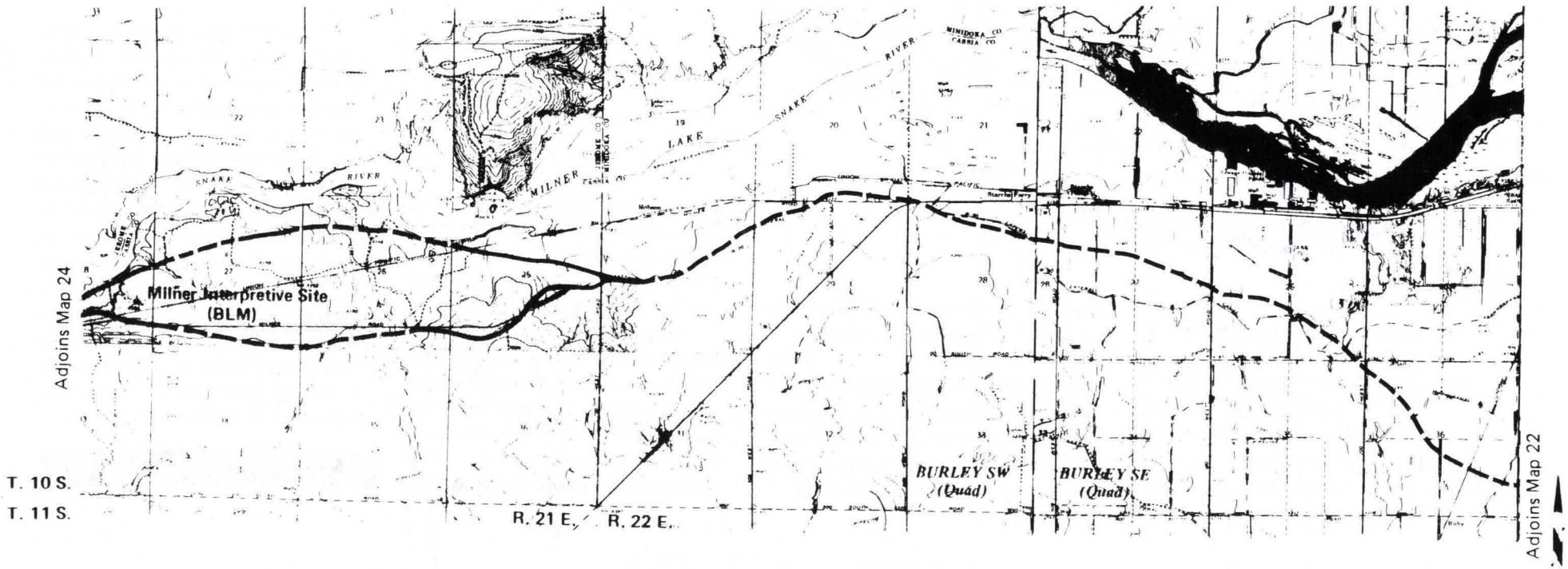
MAP 23

Visible remnants are extant as the trail passes through the Bureau of Land Management's Milner Interpretive Area. The area, developed by BLM as a Bicentennial project, includes an interpretive sign, marked trail routes, picnic tables, rest rooms, parking area, and boat launch to the Snake River and Milner Lake. The Milner ruts are one of the component sites of the Oregon National Historic Trail. No water is available at this site. For information, contact the BLM Burley District, Route 3, Box 1, Burley, Idaho 83315.



Bureau of Land Management's Milner interpretive site. (Peter M. Laudeman, Bureau of Land Management, 1989)

The Milner Dam was constructed in 1904 and provides water for reclamation of lands on both sides of the river. On October 28, 1811, one of Wilson Price Hunt's canoes struck an almost submerged rock just below the present dam, and navigation of Snake River ended at Caldron Linn some eight miles farther down the river. The loss of a canoe and one of the voyagers forced Donald Mackenzie and Hunt to explore a future long Oregon Trail stretch farther west. Ramsey Crooks separated from the expedition near Glenns Ferry and explored the future South Alternate Oregon Trail to the mouth of the Boise River.



MAP 24

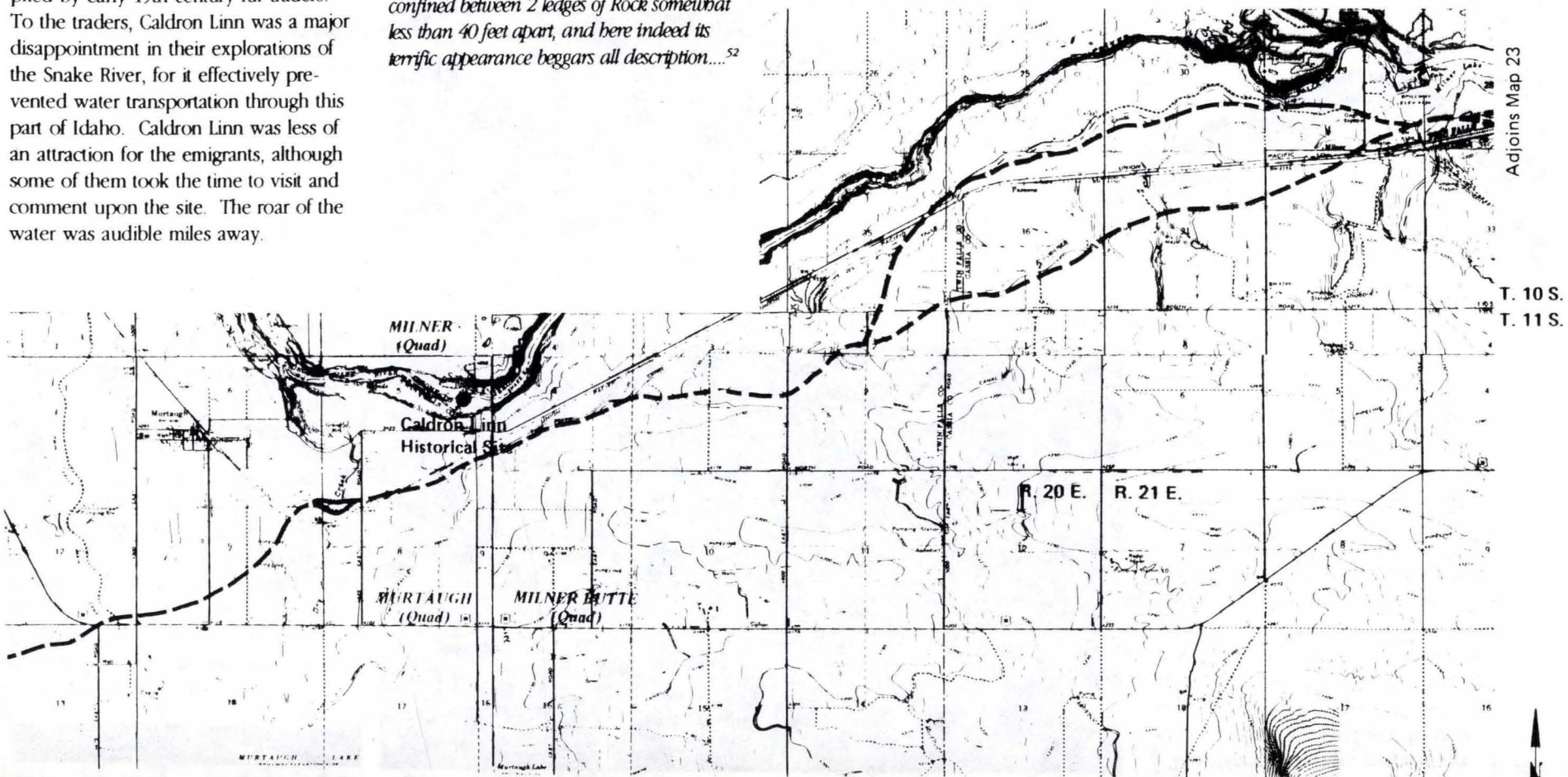
Caldron Linn is a narrow rock-walled chute along the Snake River, terminated by a sharp drop of 40 feet. The boiling violence of the waters along this stretch leads to the name of Caldron Linn (Linn is a Gaelic word for waterfall) being applied by early 19th century fur traders. To the traders, Caldron Linn was a major disappointment in their explorations of the Snake River, for it effectively prevented water transportation through this part of Idaho. Caldron Linn was less of an attraction for the emigrants, although some of them took the time to visit and comment upon the site. The roar of the water was audible miles away.

Robert Stuart - September 29, 1812. *...we again struck the main River, at the Caldron Linn, where one of the unfortunate Canoes were lodged among the Rocks, but although we wished on several accounts to see what state she was, the Bluffs intimated that to gratify our wish we must risk our necks, so we of course declined it.... at the Caldron Linn the whole body of the River is confined between 2 ledges of Rock somewhat less than 40 feet apart, and here indeed its terrific appearance beggars all description....*[52]

Most surface evidence of the trail has been destroyed by agricultural development, reclamation, and railway and road construction. A short segment of parallel ruts are visible as the trail crosses Dry Creek.

Murtaugh was founded as an early 20th century irrigation center only a mile from a grade that gives access to Snake River just below Caldron Linn. No other such canyon crossing can be found below Murtaugh for many miles.

The Milner Dam and Twin Falls main canal and Caldron Linn site are listed in the National Register of Historic Places.



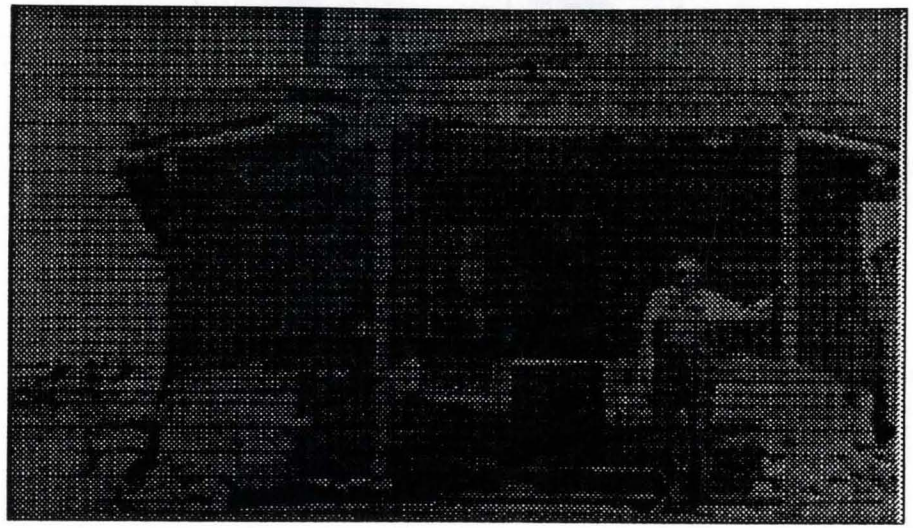
MAP 24

MAP 25

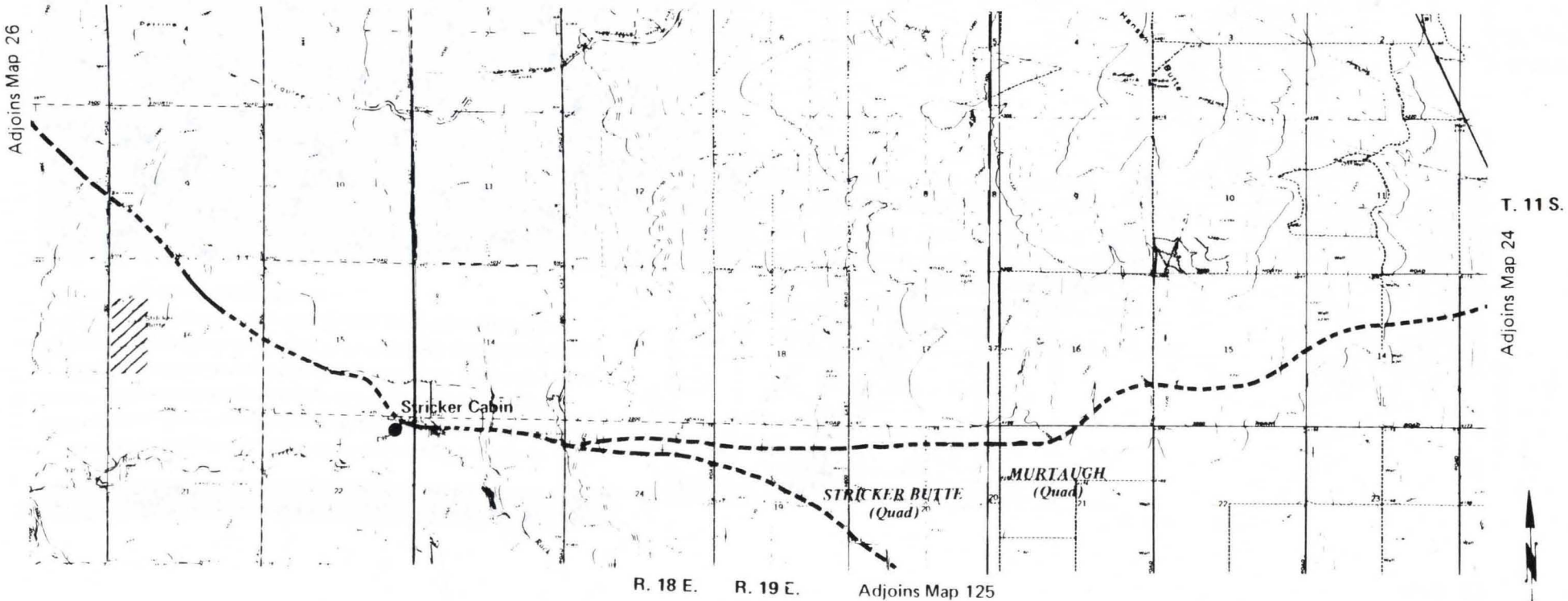
Most trail remnants have been obliterated by agricultural and road development. A small trail segment is visible near Stricker Butte. The Kelton stage and freight road, an 1869 development, joins the Oregon Trail in Section 24.

The Stricker Store and Homesite, also known as Rock Creek Store and Stage Station, consists of an 1865 log store and an early 20th century two-story frame house. A small cemetery is located just west of the store. The area was a popular campground for emigrants, and in 1865, the military maintained a temporary camp nearby. The site is currently owned by the Idaho State Historical Society and is managed by the Friends of Stricker Ranch, Inc.

The Stricker Store and Homesite are listed in the National Register of Historic Places.



Stricker Cabin. (Idaho State Historical Society, No. SG 108/44)

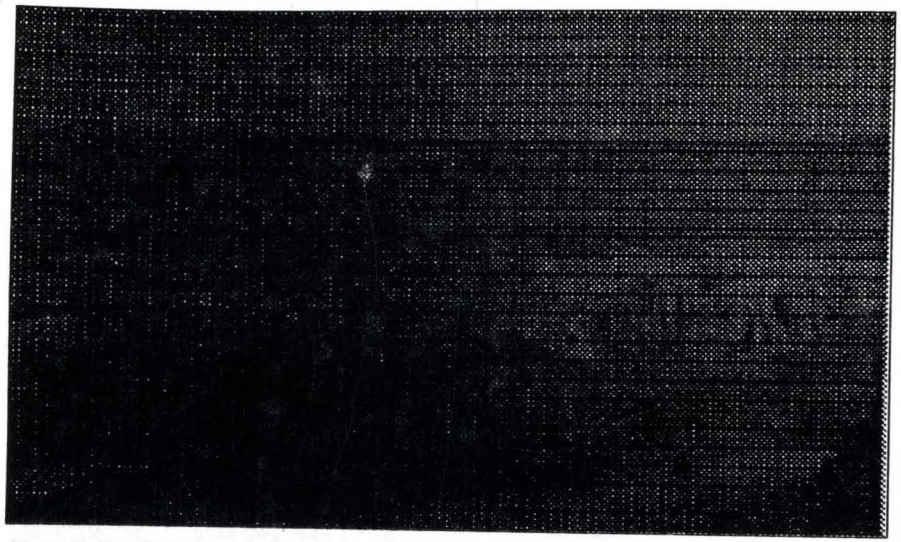


MAP 25

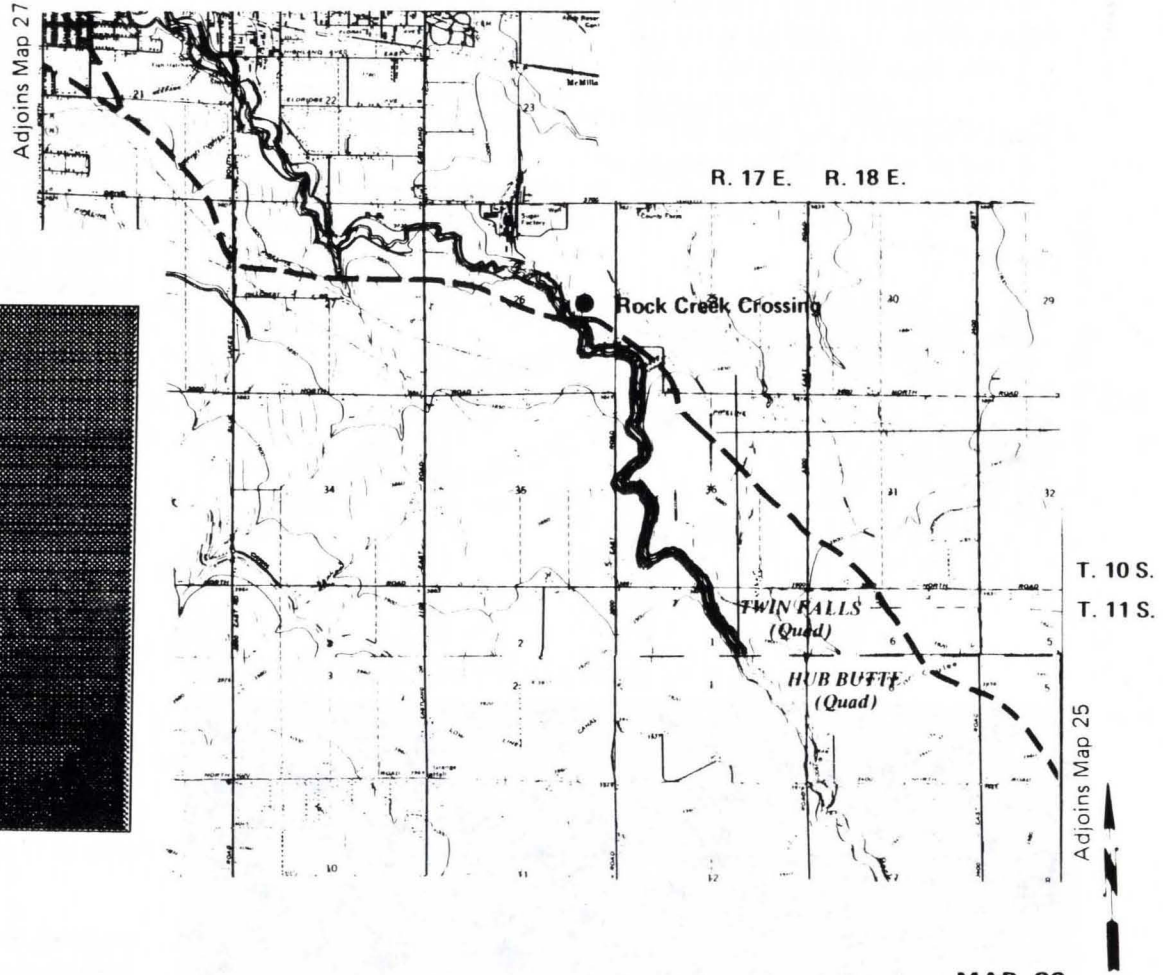
MAP 26

A small trail segment is visible at the crossing of Rock Creek. Other trail remnants have been destroyed by agricultural and road developments. The area developed as part of a large Carey Act project.

The James Alvis House, Idaho Power Substation, Robert McCollum House, C. Harris Smith Residence, Twin Falls Bank and Trust Company building, and Twin Falls City Park Historic District are listed in the National Register of Historic Places.



Twin Falls. (G.R. Mansfield, 1925, USGS No. 772)



MAP 26

MAP 27

Twin Falls was founded in 1904 in conjunction with the agricultural development of a large Carey Act project. Within two years, the town became a regional trade center. The adjoining town of Filer was settled in 1906. An Oregon Trail remnant is visible where the trail passes through the Twin Falls Municipal Golf Course. All other traces have been obliterated by various commercial and agricultural developments.

The trail branches west of Filer. The southern branch was traveled heavily by Kelton Road freight-wagon traffic.

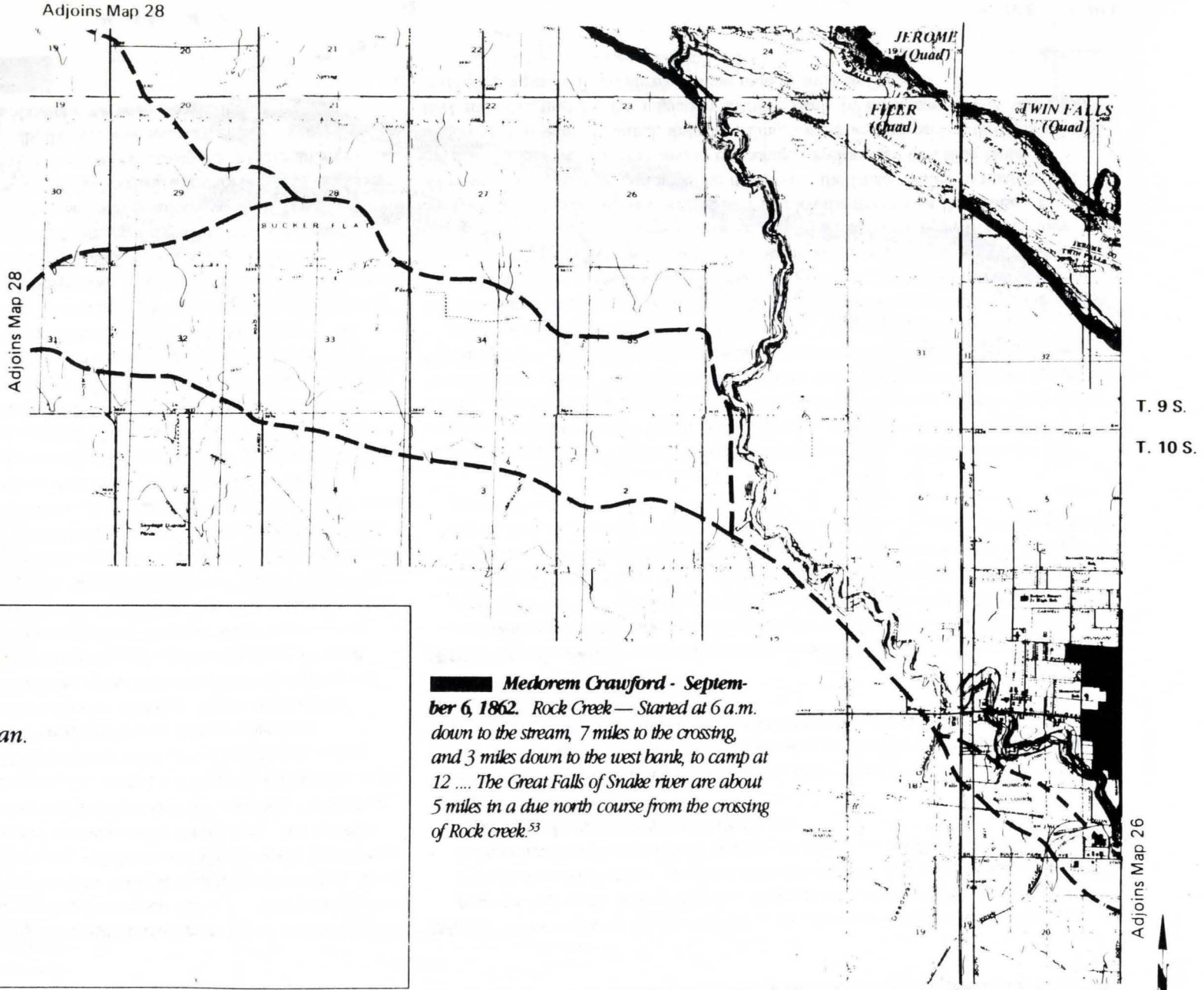


Photo too large to scan.

Shoshone Falls. (Bureau of Land Management)

Medorem Crawford - September 6, 1862. *Rock Creek — Started at 6 a.m. down to the stream, 7 miles to the crossing, and 3 miles down to the west bank, to camp at 12 .... The Great Falls of Snake river are about 5 miles in a due north course from the crossing of Rock creek.*[53]

MISSIONARY TRAVELS

Early interest in developing the emigrant road grew out of northwest Indian missionary activities. Responding to a report that a Nez Perce and Flathead Indian delegation had come to Saint Louis in search of missionaries, Jason Lee came west in 1834, traveling with Nathaniel Wyeth on the latter's way to supply that year's trappers' rendezvous on Ham's Fork. Lee went on with Wyeth, who paused to establish Fort Hall that summer. Continuing west with Hudson's Bay Company trappers, Lee started a Willamette Valley mission far from any Nez Perce or Flathead lands. He did not make out too well as an Indian missionary, but before long he began to create interest in Oregon migration.

In 1835 Samuel Parker came west with Marcus Whitman. Parker went on to examine Nez Perce routes to their homelands, while Whitman returned to bring out more missionaries in 1836. That summer he came west again with Henry Harmon Spalding to establish Cayuse and Nez Perce missions. Narcissa Whitman and Eliza Spalding came along, demonstrating that families could travel by wagon as far as Fort Boise (where their wagon arrived as a cart). West of Fort Boise wagon traffic could not negotiate some stretches regularly used by trappers' expeditions. Spalding's wagon consequently remained at Fort Boise. The Whitmans' mission, near later Walla Walla, became an important early Oregon Trail base, and Whitman eventually induced a major wagon train to open a practical route from Fort Boise past his station in 1843.

Both Jason Lee's and the Whitmans' missionary efforts got off to a slow start, although two additional missionary families came out to expand Whitmans' enterprise in 1838. Lee concluded that a substantial white Willamette Valley farming community was needed to make his operation effective. So in 1838 he returned to the United States in order to recruit supporters. As a result of 88 presentations, he managed to get Oregon emigration societies formed in Michigan City, Indiana; Saint Charles, Missouri; Columbus, Ohio; and Peoria, Illinois. In Peoria, Thomas Jefferson Farnham induced a company of 15 nonmilitary Oregon Dragoons to head west to scout out a suitable road for migration. One detachment of Oregon Dragoons never got through at all, but some of them accompanied Robert Newell and Joe Meek to Fort Hall in 1839. They did not have too bad a trip by trappers' standards, but most farmers remained unaccustomed to some kinds of difficulties traditional for mountain men. They ran out of supplies at Soda Springs on August 29 and had nothing to eat for two days, until they reached Fort Hall. There they appreciated finding a supply station that became an important emigrant base. Farther west, at Salmon Falls, they encountered another major source for emigrant provisions. Some Salmon Falls Shoshone still were camped there:

> *[H]ear we found the first Salmon.... we obtained them from an Indian Lodge that was hear of the tribe of diggers... they ware the most worthless Indians, that is poor, that we have seen.... we purchased a bale of Dried Salmon for 3 knives the Salmon was very fine and dried in the finest stile.... we made a very hearty Supper & brekfast on the eggs that was in with the fish.*[54]

After additional Boise River salmon trading farther west, they continued on toward Fort Boise. Somehow they got lost, but they were rescued by a Bannock band camped eight miles from their destination. ***Francois Payette*** entertained them at the fort on September 14, 1839:

> *[W]e ware [were] received by Mr. Payette in a very polite and genteel manner and entertained Sumptuously; by our Host. he had a very fine cook and everything passed pleasantly.... our table was furnished with a variety great for the mountains consisting of fowls, Ducks, Bacon, Salmon Sturgeon Buffalow & Elk and our vegitables ware Turnips Cabbag & pickled Beets all very fine table furnished with Butter & Cream with the best of Loaf Sugar, also buiscuit & bread.... this was our fare whilst at the Fort.*[55]

By this time, Peoria's Oregon Dragoons had learned to appreciate Hudson's Bay Company hospitality at two British posts, as well as some advantages derived from Indian services available along their route. They also had become aware of their need for competent guides. With information from his Oregon Dragoons, Farnham became an effective promoter of Oregon settlement to support Lee's mission.

A wagon road west from Fort Boise still was lacking in 1840. That year some independent missionaries came to the Whitmans' station, bringing wagons as far as Fort Hall. There, Robert Newell, William Craig, and Joe Meek, who saw no more future as trappers and decided to settle farther west, acquired a newly arrived wagon with which they forced their way west from Fort Boise to Whitmans' mission. By the time they reached their destination, they wished they had left their wagon at Fort Boise. But Whitman was impressed, and when he returned to the United States on mission business in 1842, he was prepared to encourage development of a Blue Mountain wagon road in spite of natural obstacles. Emigrant parties had packed through in both 1841 and 1842, and a major migration, inspired partly by missionary efforts, was about to develop a practical, if difficult, wagon road to western Oregon.

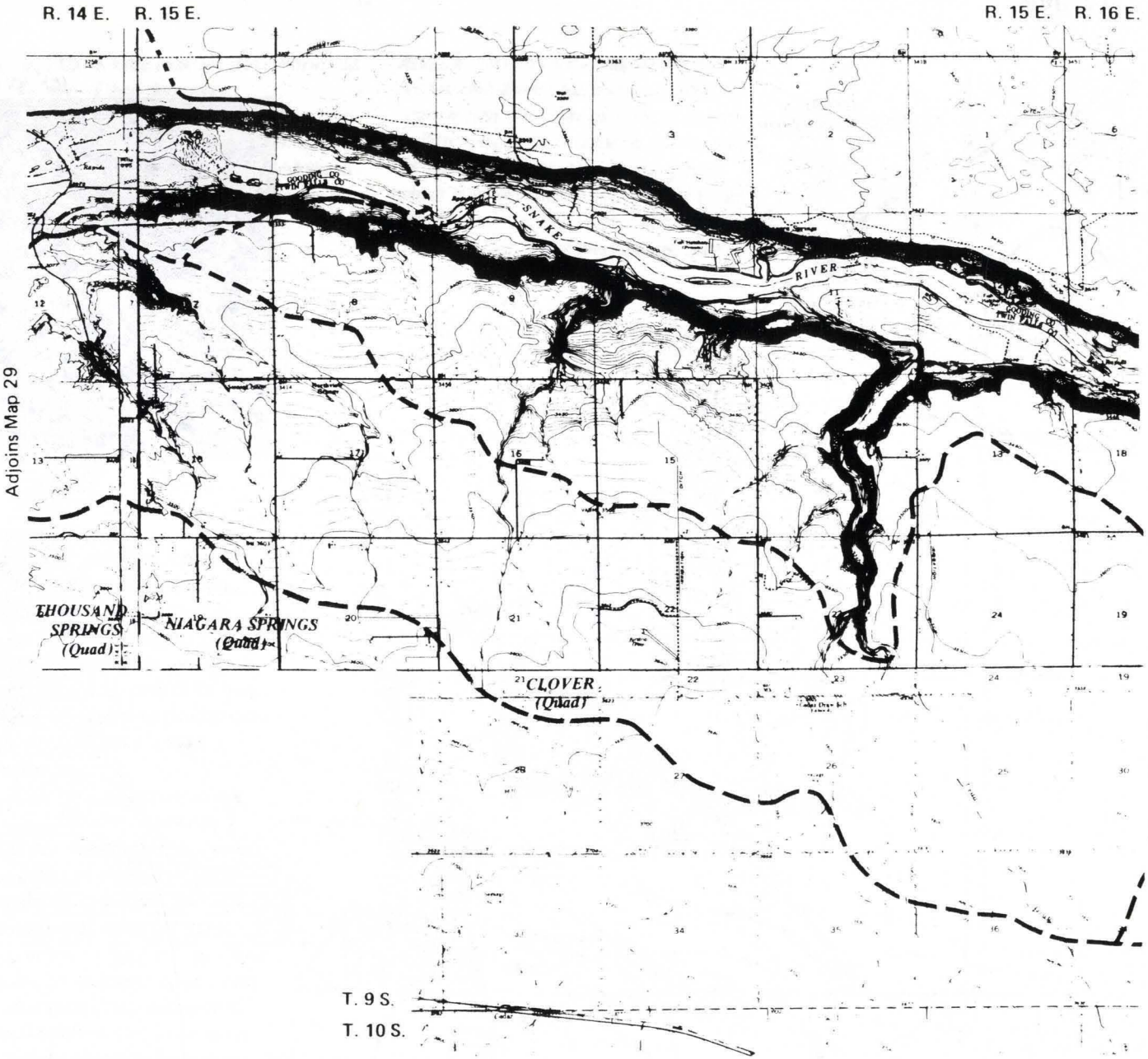
MAP 28

After 1904, Carey Act canals brought agricultural development to the area. Large fish hatcheries have recently been developed at Crystal Springs and Niagara Springs. The Cedar Draw School is listed in the National Register of Historic Places.

The majority of the Oregon Trail and Kelton Road remnants have been destroyed by agricultural developments. A small segment is discernible at the Cedar Creek Crossing. The descent and ascent of Clark's Grade are still visible. This route was begun as part of the Kelton Road in 1869. Kelton traffic generally followed the southern route through the area, while Oregon Trail traffic kept closer to the southern bank of the river.

James Field - August 11, 1845. *Just below our present encampment on the opposite side of the river, were a number of as fine springs as were seen. They're near the top of the river bluff which is between 80 and 100 feet high and as the water bubbles down the nearby perpendicular rock, it forms a line of beautiful cascades along the dark walls of rock which here line the opposite shores of the river. If the hills around us were carpeted with grass instead of being covered with wormwood, this would be one of the prettiest spots on the globe for the study of a painter.*[56]

Elizabeth Wood - August 15, 1851. *On the opposite side of the river from us is a spring flowing out of the wall of a rock, large enough to turn a mill; it is a very beautiful stream, clear as crystal, and runs so rapid-ly that it looks white as ice as it flows over the rock, and roars like a mill race. We got some Salmon of the Indians here.*[57]



MAP 28

MAP 29

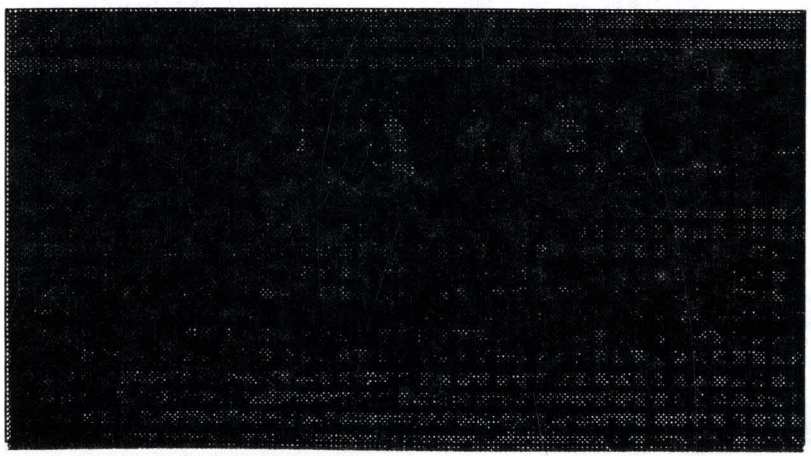
The Kelton Road and Oregon Trail rejoin in Section 10. The trail diverges again in Section 19. One route climbs the bluff and heads northwest across rangeland and an agricultural development; one route continues to follow the river; and the North Alternate Oregon Trail crosses the Snake River at the site of the 1869 Payne's Ferry. In 1852, emigrants crossed the river on a ferry run by some retired mountain men just upstream from Upper Salmon Falls. When the Payne Ferry was built in 1869, traffic was diverted to this site.

Emigrants encountered Indians at Kanaka Rapids (called Fishing Falls by Fremont in 1843). Here they traded with the Indians for fish. Early travelers also commented on the hot water encountered near the current recreational Banbury Springs complex and the Thousand Springs.

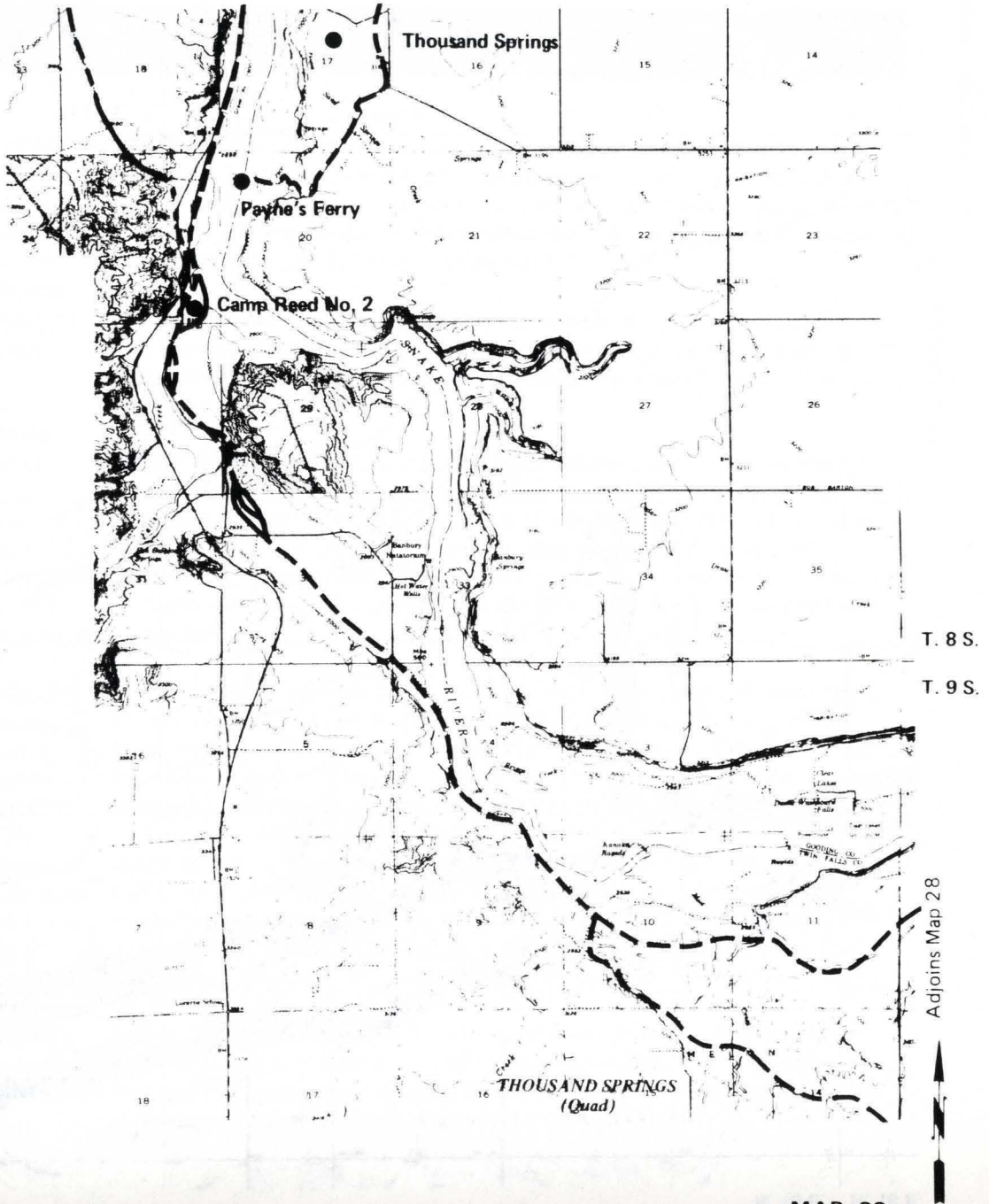
Trail remnants are visible as the route ascends the bluff, and small segments are discernible west of the highway along the river route. Road and agricultural developments have destroyed the remainder of the routes.

On August 28, 1865, Lt J. W. Cullen established Camp Reed No. 2 near where Salmon Falls Creek enters the Snake to protect overland travelers. The camp was abandoned on October 24, 1865. Numerous commercial fisheries are now located on the east side of the river.

Thousand Springs is a series of streams which gush from beneath the rimrock on the north bank of the Snake River and cascade into the river. They were once numerous enough to merit the name "Thousand Springs" and were a landmark noted by the emigrants. Today, nearly 100 springs are still plainly visible.



Thousand Springs. (USGS, C. F. Bowen, 1911, No. 39)



MAP 29

MAP 30

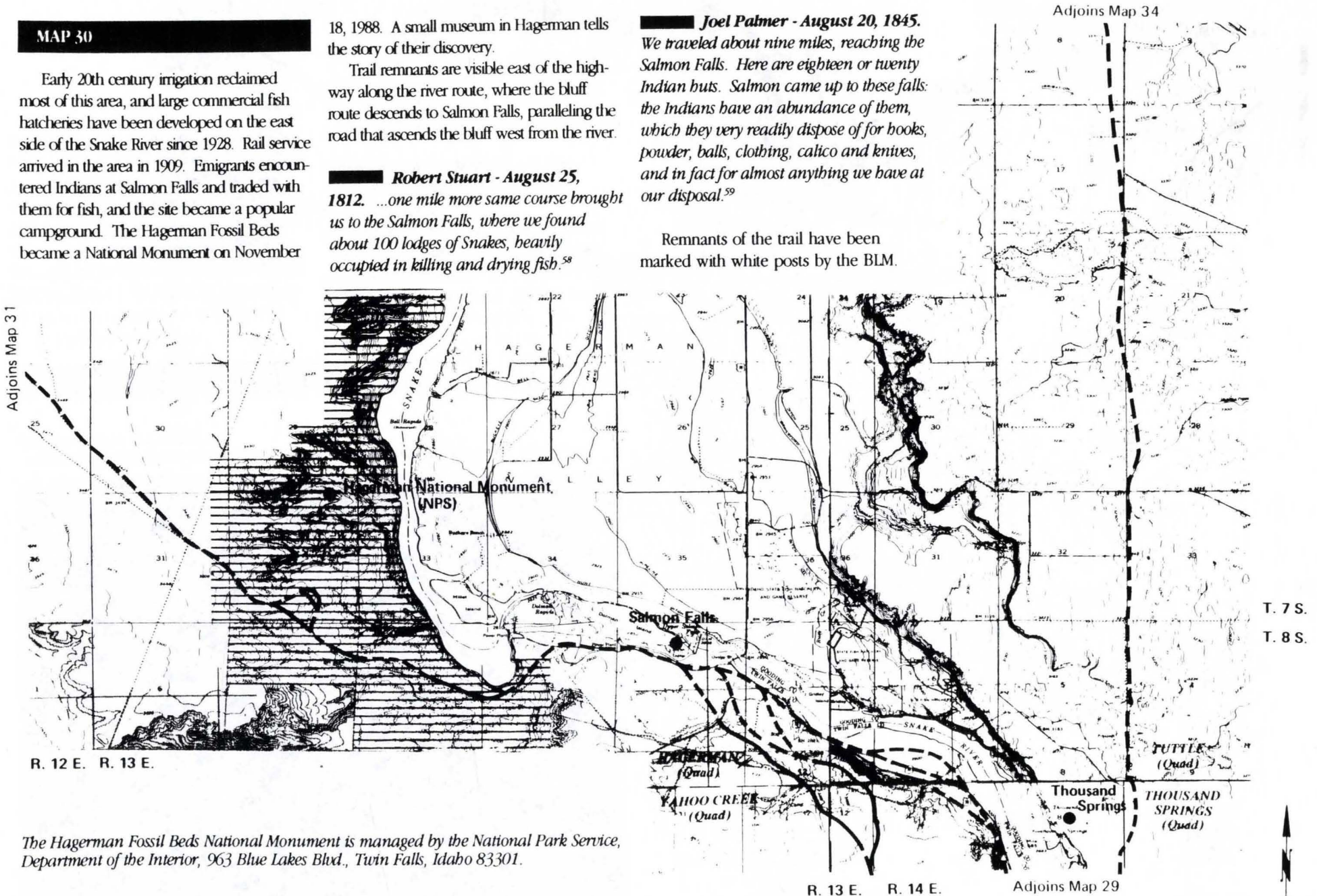
Early 20th century irrigation reclaimed most of this area, and large commercial fish hatcheries have been developed on the east side of the Snake River since 1928. Rail service arrived in the area in 1909. Emigrants encountered Indians at Salmon Falls and traded with them for fish, and the site became a popular campground. The Hagerman Fossil Beds became a National Monument on November 18, 1988. A small museum in Hagerman tells the story of their discovery.

Trail remnants are visible east of the highway along the river route, where the bluff route descends to Salmon Falls, paralleling the road that ascends the bluff west from the river.

Robert Stuart - August 25, 1812. *...one mile more same course brought us to the Salmon Falls, where we found about 100 lodges of Snakes, heavily occupied in killing and drying fish.*[58]

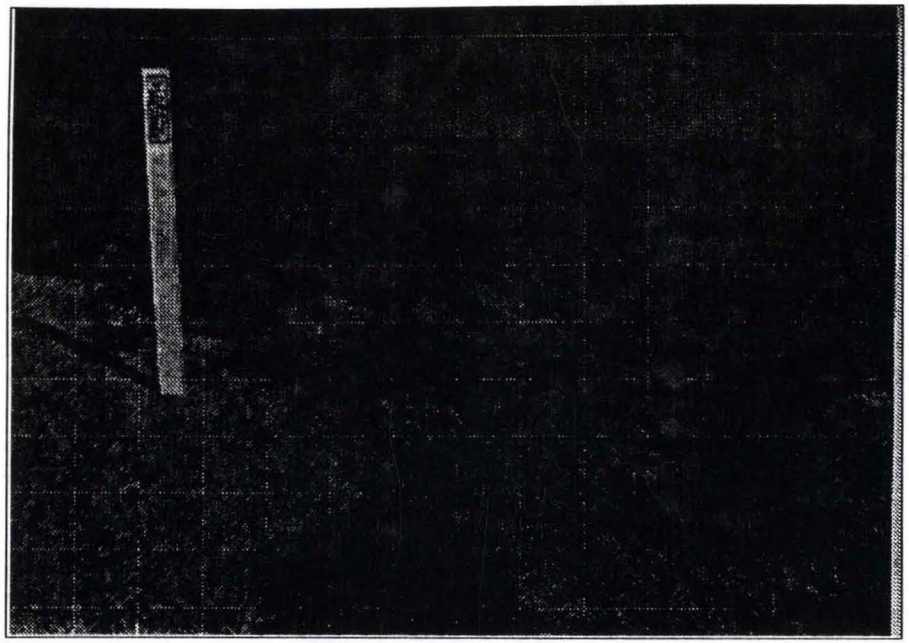
Joel Palmer - August 20, 1845. *We traveled about nine miles, reaching the Salmon Falls. Here are eighteen or twenty Indian huts. Salmon came up to these falls: the Indians have an abundance of them, which they very readily dispose of for hooks, powder, balls, clothing, calico and knives, and in fact for almost anything we have at our disposal.*[59]

Remnants of the trail have been marked with white posts by the BLM.



The Hagerman Fossil Beds National Monument is managed by the National Park Service, Department of the Interior, 963 Blue Lakes Blvd., Twin Falls, Idaho 83301.

MAP 30

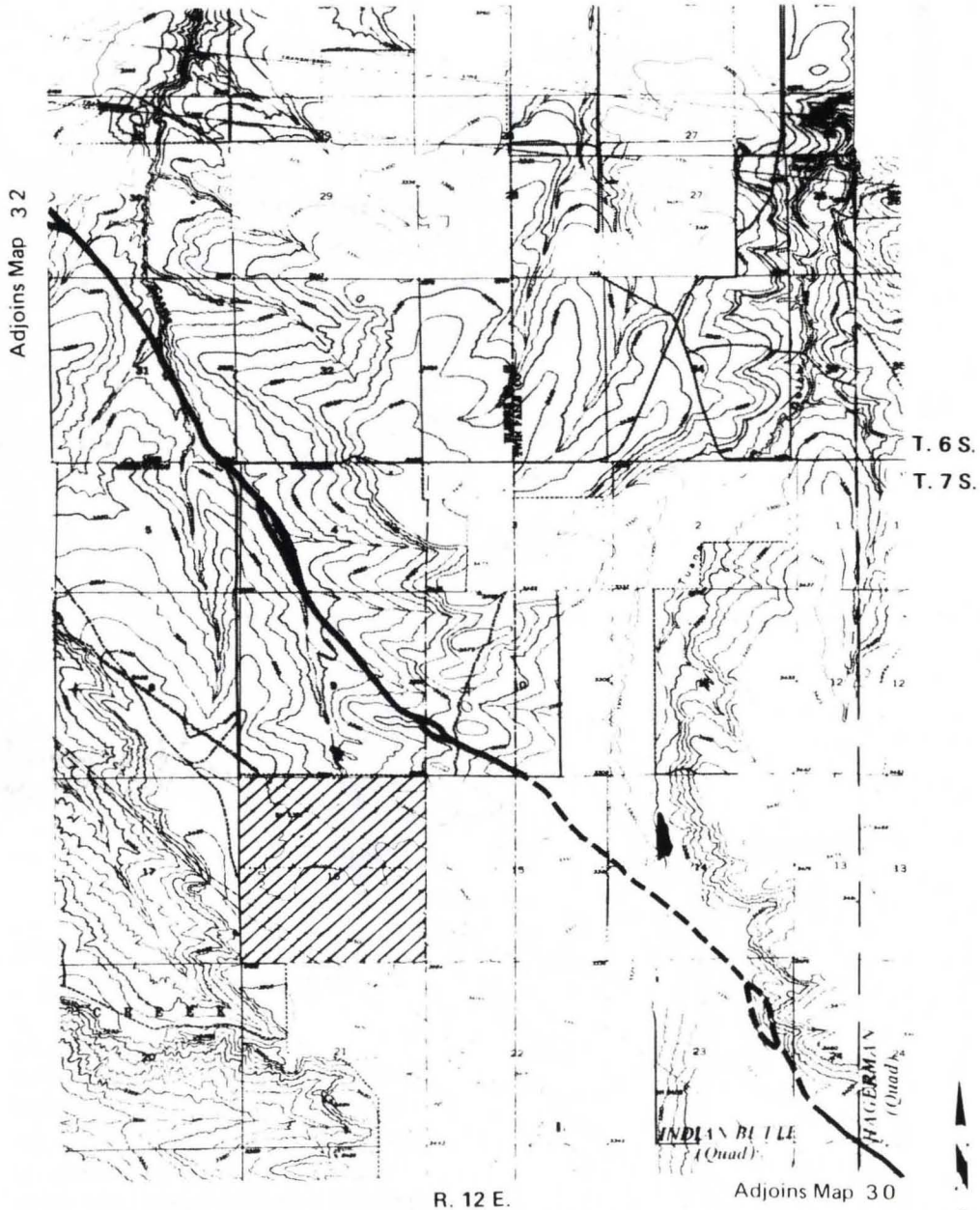


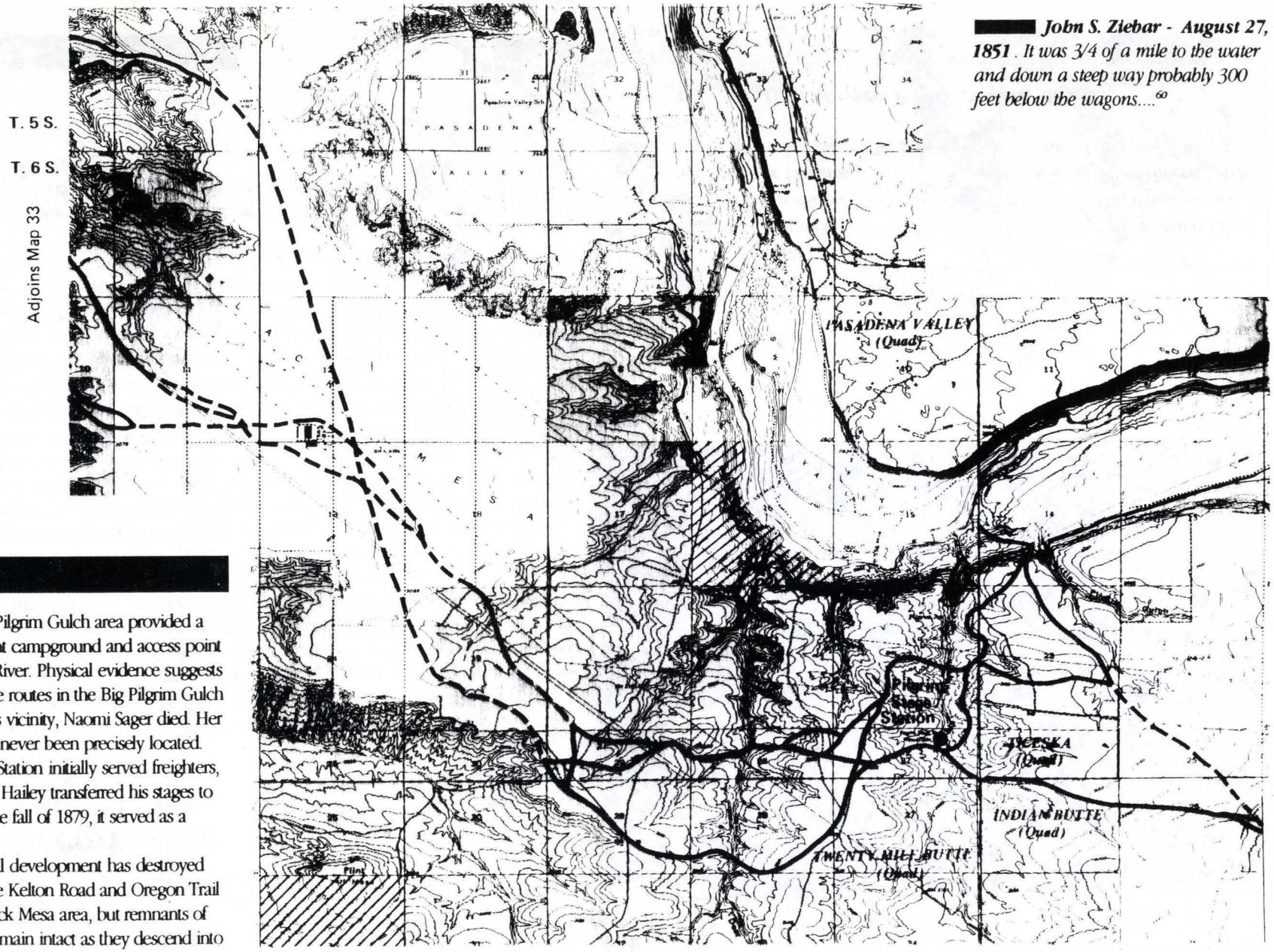
Oregon Trail west of Thousand Springs carsonite trail marker. (Walter H. Meyer, Jr., Bureau of Land Management)

MAP 31

In 1981, the National Park Service identified seven segments of the Oregon Trail as having high historic values and the potential for recreational use. Two are in Idaho: the Sinker Creek segment along the South Alternate, and the North Trail segment. The latter begins at the Twin Falls-Elmore county boundary line and stretches 83 miles to the eastern outskirts of Boise. Over two-thirds of this segment is cross-country and has relatively pristine ruts. About one-third of the segment follows dirt range roads, and is used intermittently by local ranchers. The entire segment is relatively isolated and free from development, with the exception of several small ranches and farms, the town of Glenns Ferry, and the former town of Mayfield.

Remnants of the trail have been marked with white posts by the BLM.





[redacted] *John S. Ziebar - August 27, 1851* *. It was 3/4 of a mile to the water and down a steep way probably 300 feet below the wagons....*[60]

MAP 32

The Little Pilgrim Gulch area provided a major emigrant campground and access point to the Snake River. Physical evidence suggests many alternate routes in the Big Pilgrim Gulch vicinity. In this vicinity, Naomi Sager died. Her grave site has never been precisely located. Pilgrim Stage Station initially served freighters, but after John Hailey transferred his stages to the route in the fall of 1879, it served as a stage stop.

Agricultural development has destroyed portions of the Kelton Road and Oregon Trail across the Black Mesa area, but remnants of both routes remain intact as they descend into Rosevear Gulch.

MAP 32

PRIMARY ROUTE: OREGON NATIONAL HISTORIC TRAIL

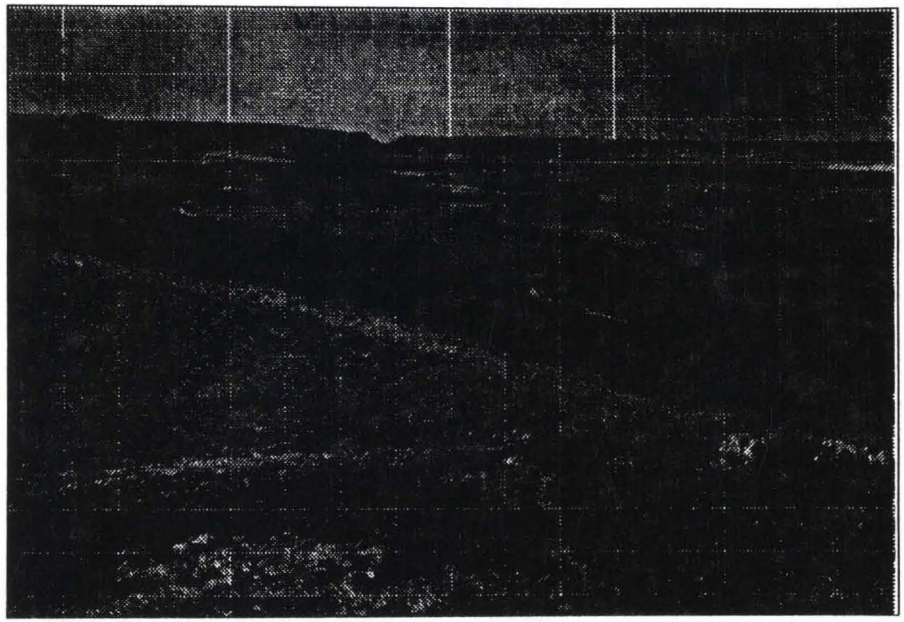
Three Island Crossing to Fort Boise Maps 33-49

At Three Island Crossing the trail fords the river and proceeds northwest to the Boise River. Some emigrants crossed the Snake River upstream in the Thousand Springs area and joined the main trail to the north of Three Island Crossing. After reaching the Boise River, the trail follows the river to a crossing of the Snake River at Fort Boise. Emigrants that chose not to cross at or near Three Island Crossing continued down the south side of the Snake River along the South Alternate, or Dry Route. The two routes rejoined just west of Fort Boise where the trail again crossed the Snake River.

The route to Fort Boise contains some of the best overall stretches of the emigrant trail, remaining in much the same condition as the emigrants encountered in the 19th century. The segment features scenery varying from the Snake River Valley in the south to the broken foothills southeast of Boise. The trail winds through rangelands and the foothills, at times passing through beautiful and narrow canyons and along the edges of streams. Forty-five miles of this segment cross lands administered by the Boise District of the BLM, and six miles cross Idaho State land. The main interpretive sites are Three Island Crossing State Park and BLM's Bonneville Point.

When emigrants reached Three Island Crossing, they were faced with the decision of whether to risk a river crossing or continue on down the longer and drier south side. Those that did ford the river would later be confronted with additional crossings, one at the Boise River and a recross of the Snake River at Fort Boise. Some more enterprising emigrants attempted to float the remainder of their journey to the Willamette Valley.

Abigail Jane Scott - August 8, 1852. *About noon a party of ten men and two women passed us going down the river in a boat made of a wagon bed. They are bound for The Dalles and from thence to Oregon City.*[61]



Three Island Crossing. (Walter H. Meyer, Jr., Bureau of Land Management, September 1987)

LEGEND

- Emigrant Trail (Visible)
- Emigrant Trail (Possible Route, not visible)
- Historic Site or Landmark
- Public Lands Administered by BLM
- State of Idaho Lands
- U.S. Forest Service
- Other Federal Lands

Scale: 1 Inch to 1 Mile

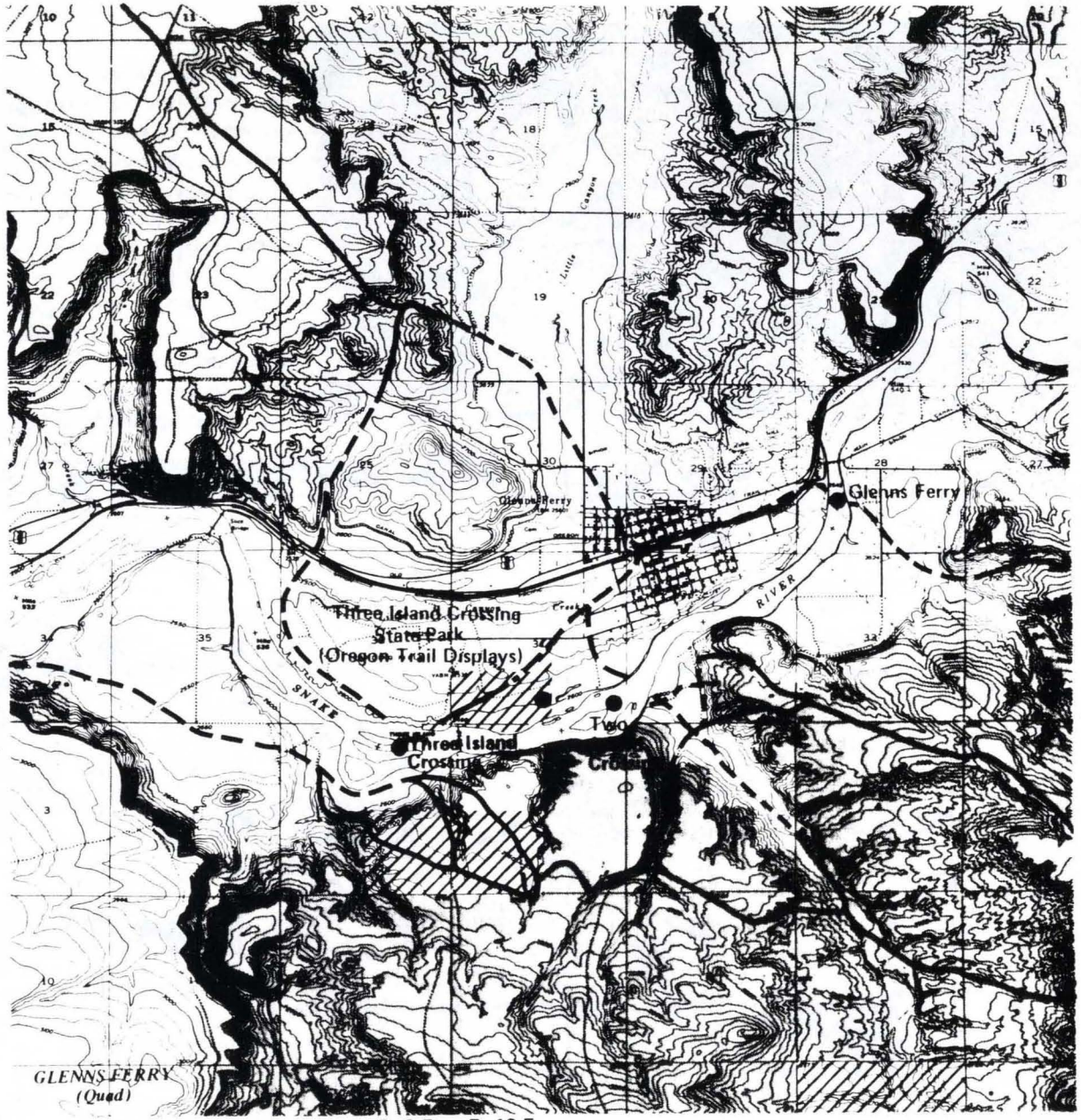
Please Respect Private Property Rights

MAP 33

In 1869, George P. Glenn constructed a ferry upriver from the two islands, and by 1871 was accommodating Kelton freight traffic and emigrants. In the fall of 1879, stages also began utilizing the ferry. The completion of the Oregon Short Line Railway in 1883 signaled the demise of the ferry. Remnants of the various routes are visible as they approach the crossings, and an intact segment can be viewed north of Glenns Ferry.

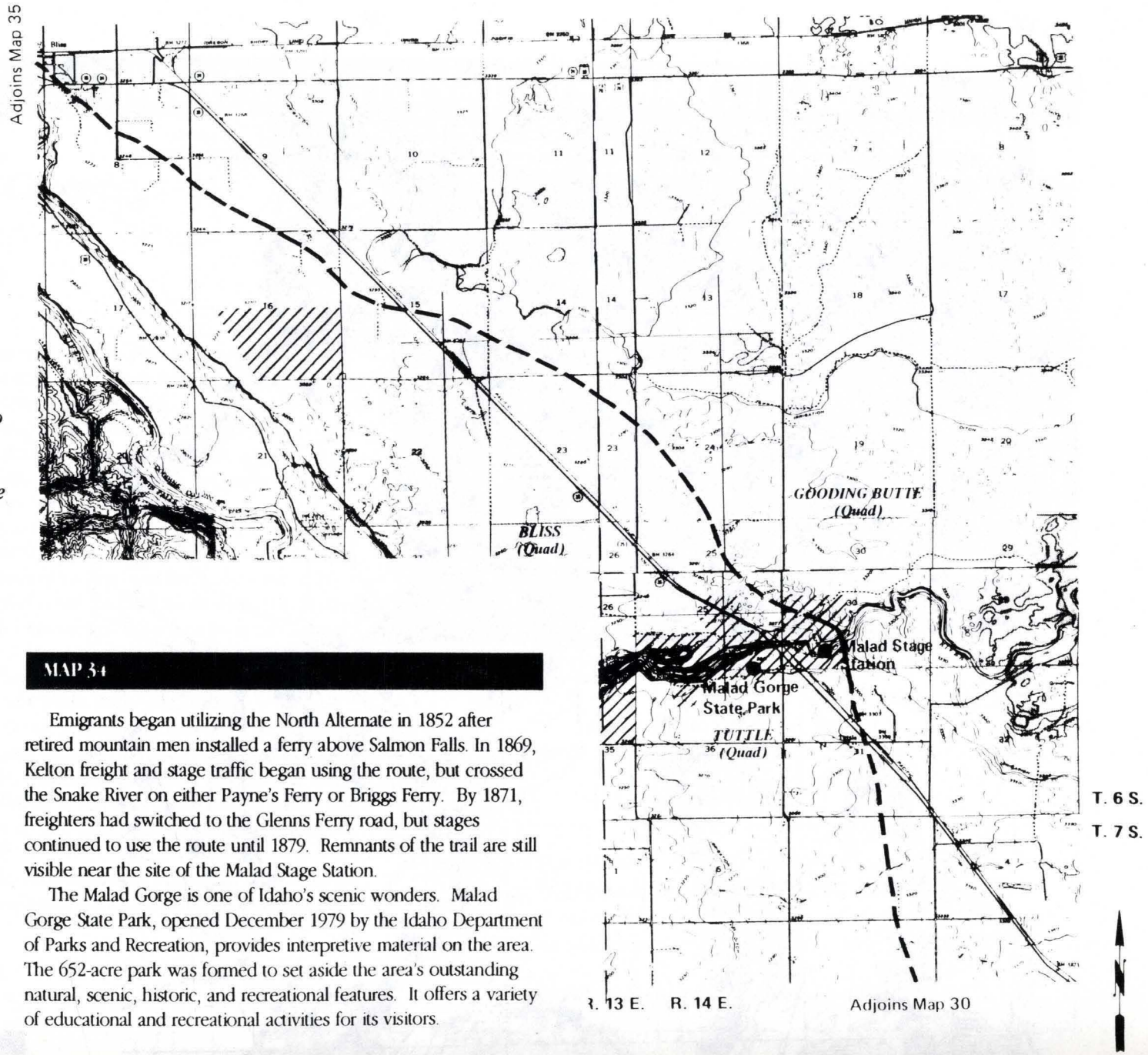
The 513-acre Three Island Crossing State Park was established in 1971 and is open year-round. It includes picnic facilities, campground, interpretive hiking trails, fishing, modern rest room facilities, visitor center with historic displays, and live buffalo and longhorn cattle. Special events and programs are available throughout the year. For more information, contact the Three Island State Park, P.O. Box 609, Glenns Ferry, Idaho 83623.

William T. Newby - September 11, 1843. *We crawsed Snake Rive[r]. First we drove over a part of the river one hundred yards wide on to a island, the[n] over a northern branch 75 yards wide on a second island; then we tide a string of waggons to gether by a chane in the ring of the lead cattles yoak & made fast to the waggon of all a horse & before & him led. We carried as many a[s] fifteen waggeons at one time. We had to go up stream. The water was ten inches up the wagge[n] beds in the deepe plaices. It was about 900 hundred yards acraws.*[62]



Robert Haldene Rensbaw - *August 5, 1851.* *In the evening we came to the river, and camped just below the ford, with the intention of trying the ford the next morning.* ***August 6.*** *This morning we hired an Indian to show us the ford. After we saw him cross we determined to try it ourselves. We accordingly commenced making preparations. We crossed two sloughs to the second island. Here we put ox yokes under the wagon loads to raise them and put four yoke of our best oxen to each of the four first wagons that crossed. These four got over safely. We then sent the teams back to fetch the other three wagons. These three got over safe. The loose cattle were to be fetched. These cattle were to be taken to the upper end of the second island. They were soon in swimming water and swam to the sholes where the wagons crossed on. Suffice it to say we all got over our cattle and all safely. This ford is about 3/4 of a mile long and runs up the river.*[63]

Abigail Jane Scott - *August 7, 1852.* *Eleven miles brought us to the crossing of the river. Emigrants were busy ferrying in their wagon beds. Grass woods and water is much easter to obtain on the other side than this, but a part of our company were afraid to run the risk of crossing, and we will be compelled to go down on this side with no better prospect for grass than we have had for one hundred miles.*[64]

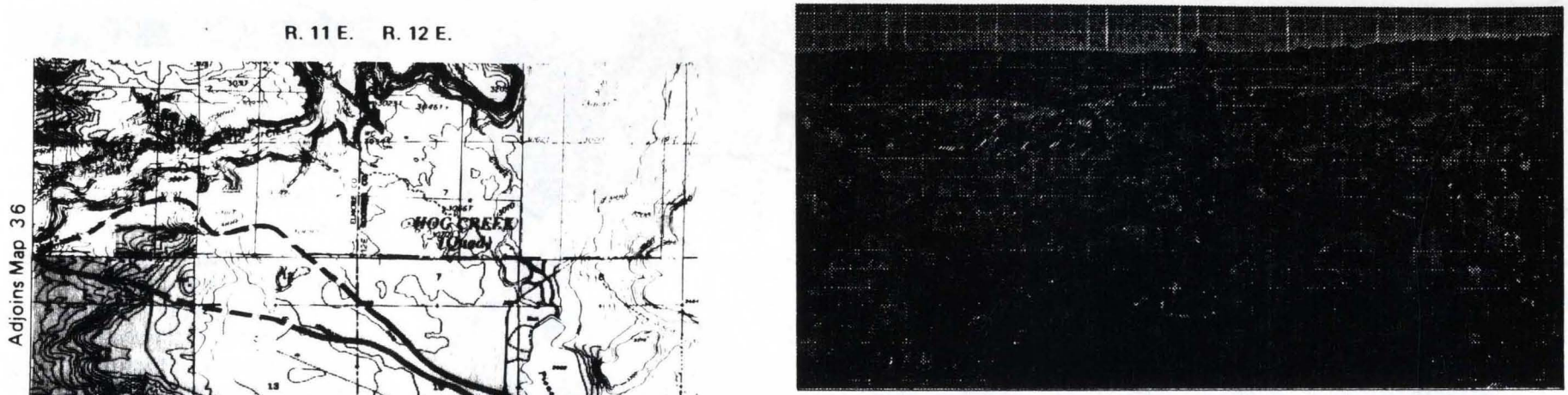


MAP 34

Emigrants began utilizing the North Alternate in 1852 after retired mountain men installed a ferry above Salmon Falls. In 1869, Kelton freight and stage traffic began using the route, but crossed the Snake River on either Payne's Ferry or Briggs Ferry. By 1871, freighters had switched to the Glenns Ferry road, but stages continued to use the route until 1879. Remnants of the trail are still visible near the site of the Malad Stage Station.

The Malad Gorge is one of Idaho's scenic wonders. Malad Gorge State Park, opened December 1979 by the Idaho Department of Parks and Recreation, provides interpretive material on the area. The 652-acre park was formed to set aside the area's outstanding natural, scenic, historic, and recreational features. It offers a variety of educational and recreational activities for its visitors.

MAP 34



Kelton Road Crossing, Malad Gorge. (Daniel J. Hutchison, Bureau of Land Management, October, 1992)

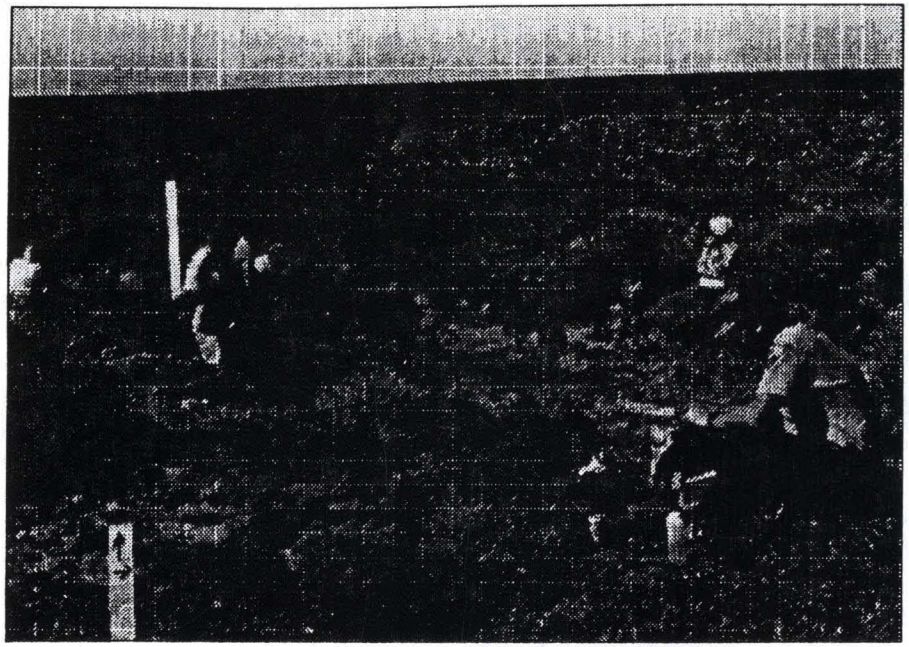
After regular stage and freight traffic was established on the Kelton Road, a bridge was constructed across the upper end of Malad Gorge. The bridge abutments and road approaching the gorge are still present. This bridge provided better year-round travel across the Malad River.

MAP 35

Short segments of the North Alternate/Kelton Road are visible northwest of Bliss and have been marked with white posts by the Hagerman Historical Society. Evidence of the trail is also visible on the northern outskirts of Bliss, just south of the railroad tracks.

The town of Bliss developed after Oregon Short Line railway construction reached here in 1883.

MAP 35



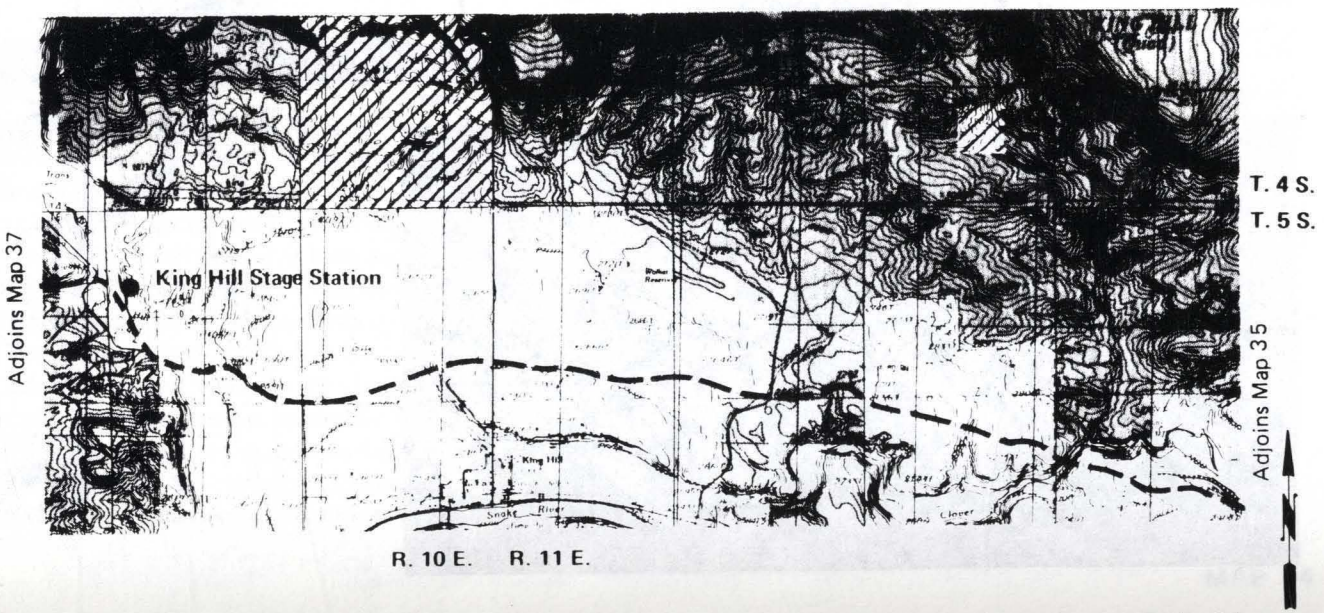
North Alternate descending into Alkali Creek. (Walter H. Meyer, Jr., Bureau of Land Management, October 1988)

Photo too large to scan.

Primary Route descending into Alkali Creek. (Walter H. Meyer, Jr., Bureau of Land Management, 1983)

MAP 36

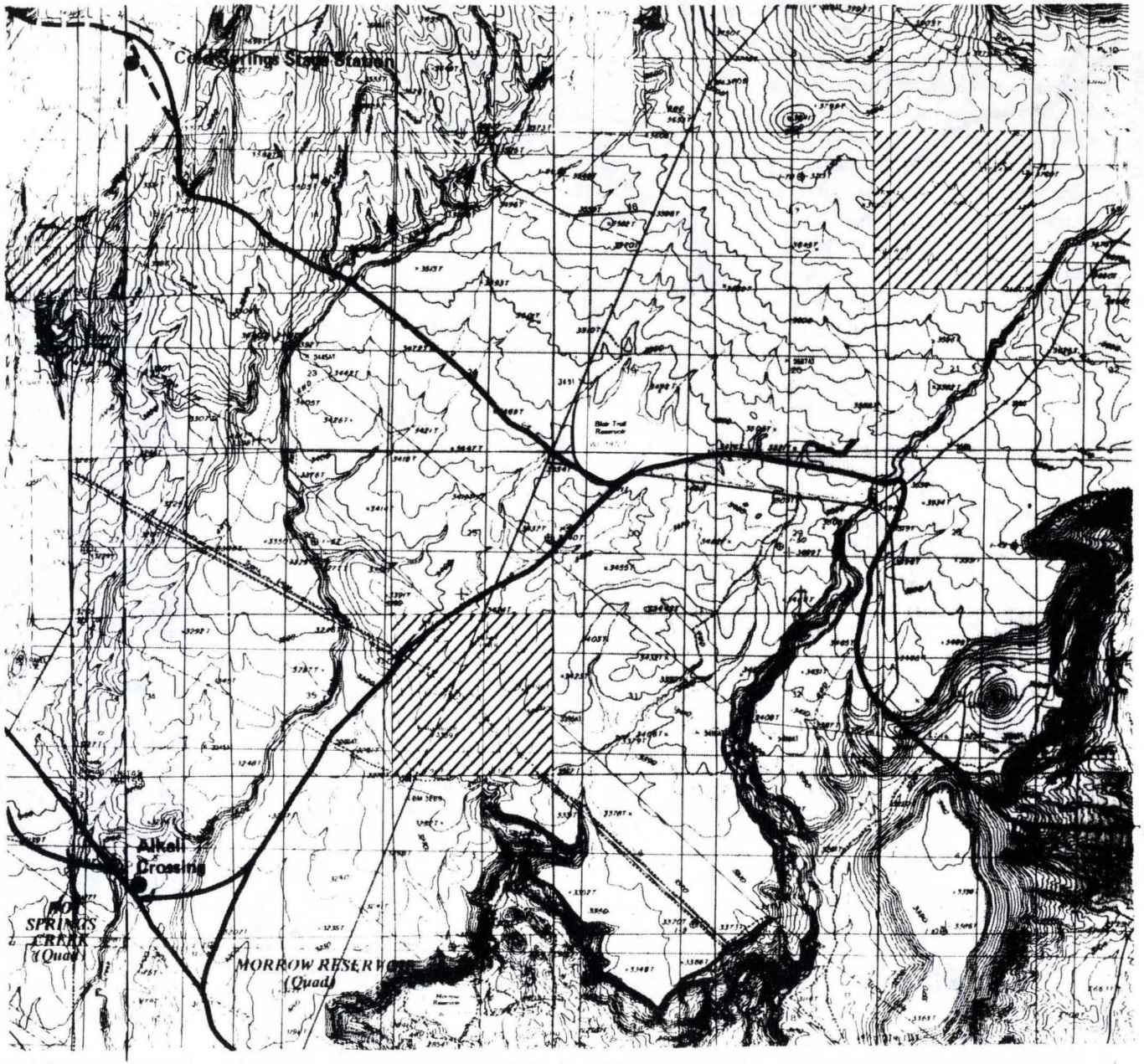
Excellent remnants remain intact as the trail begins the ascent from King Hill Creek. The severity of the hill caused Kelton freighters to switch to the Glenns Ferry road in 1871. The Oregon Short Line reached here in 1883.



MAP 37

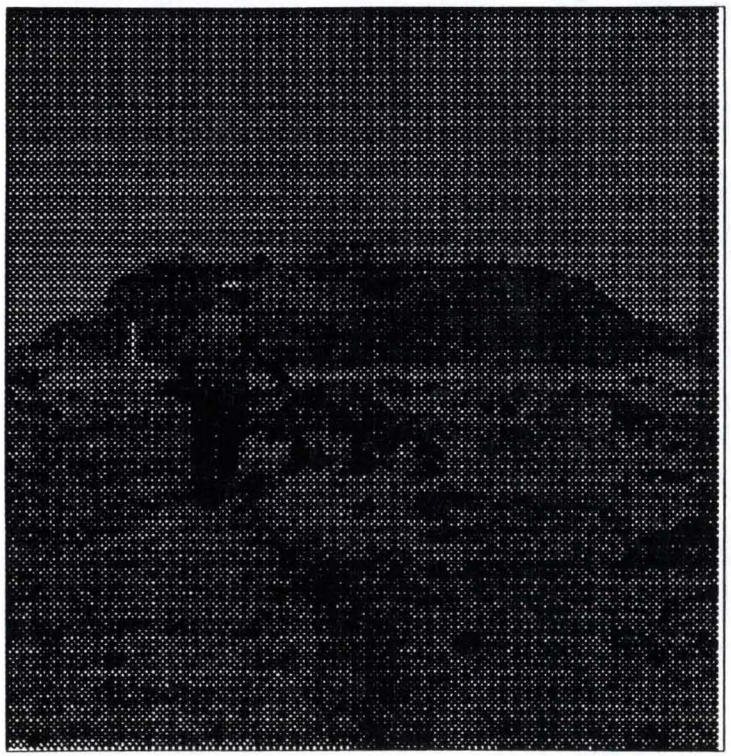
Remnants of the Oregon Trail, North Alternate/Kelton Road, and a connecting segment between the two have been marked with white posts by the BLM. The Cold Springs Stage Station serviced travelers on the Overland and Kelton stage routes. A post office was established there on May 17, 1876, and discontinued on November 12, 1878. When John Hailey switched his stages to the Glenns Ferry road in 1879, the station was abandoned. U.S. troops were stationed here during the Bannock War Campaign in 1878.

The Alkali Creek Segment is five miles of intact wagon road which has been determined eligible for the National Register of Historic Places. This is also one of the Oregon Trail National Historic Trail cross-country segments. The main route north from Three Island Crossing divides into various routes which rejoin into a single route on public land approximately 1 1/2 miles northwest of the town of Glenns Ferry. The trail continues to ascend the bluffs of the Snake River Valley to the plains above. At the crest of the bluffs, there is an excellent scenic view of Three Island Crossing to the southeast. The route continues across the Snake River Plain to where it descends into the Alkali Creek drainage. In this area there is an excellent view of the Alkali Creek Crossing and the emigrant trail landmark of Teapot Dome. Alkali Creek was also a popular emigrant camping area.

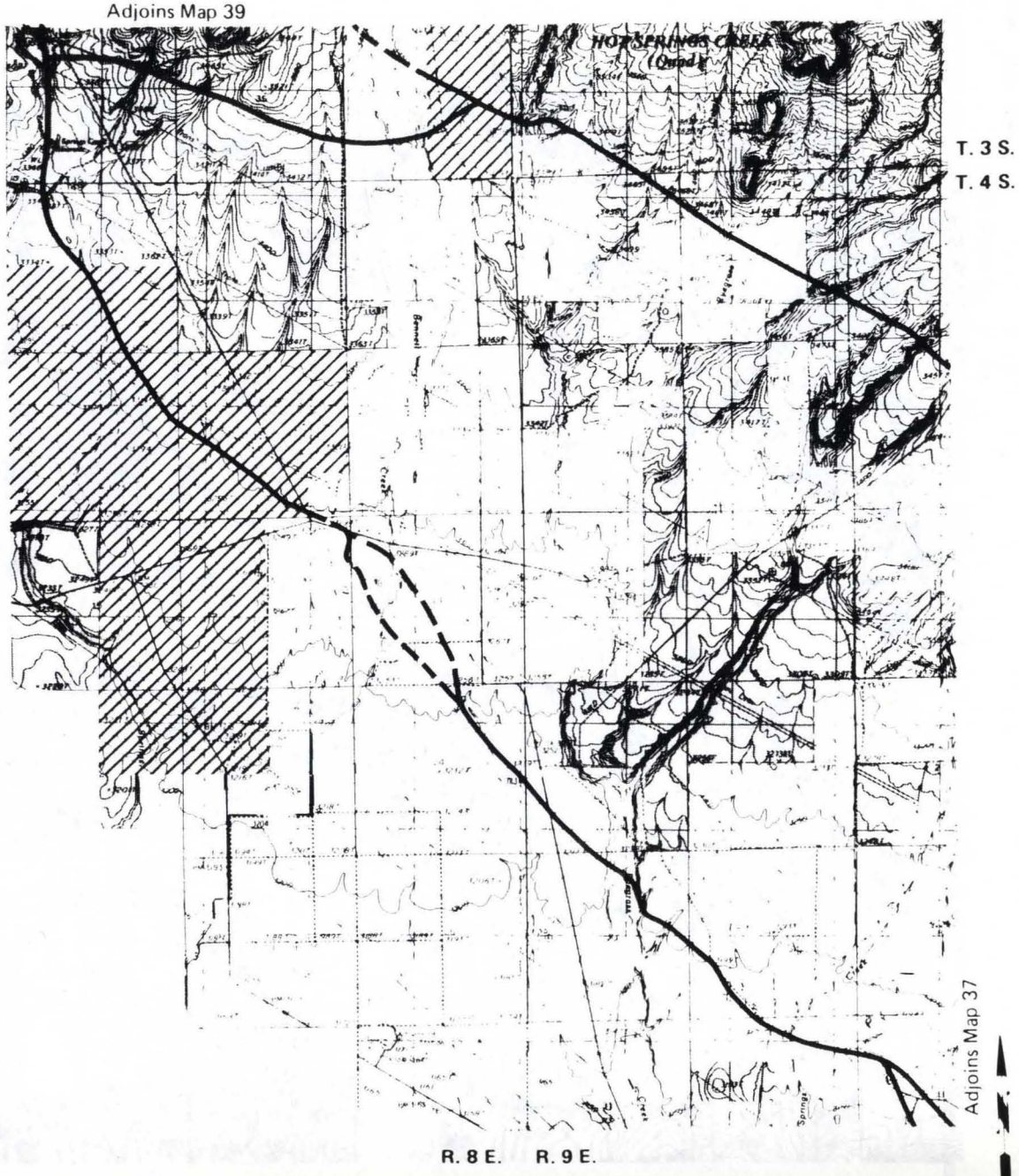


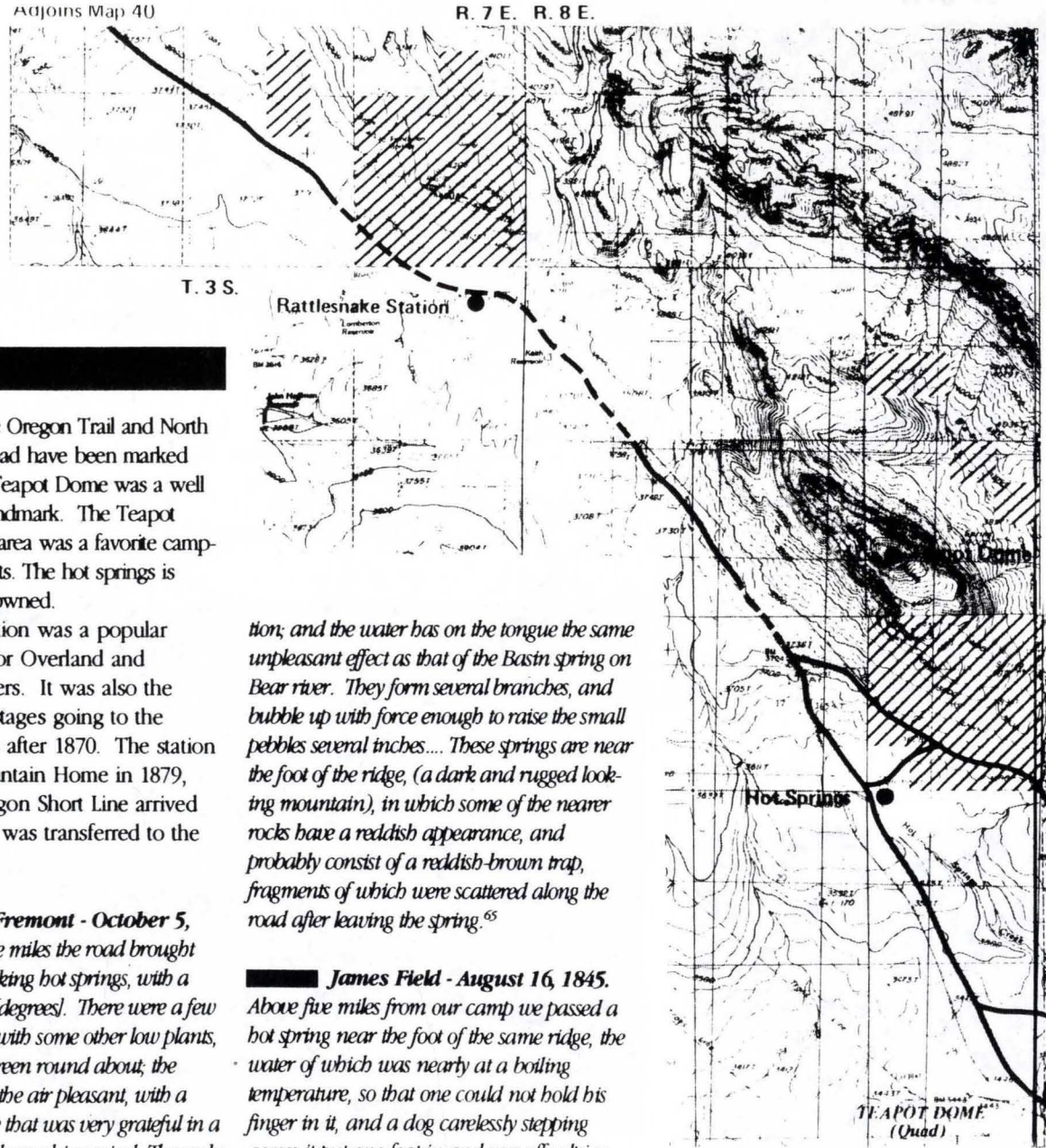
MAP 38

Remnants of the Oregon Trail and North Alternate/Kelton Road have been marked with white posts by the BLM.



North Alternate ascent from Hot Springs Creek, with Teapot Dome in the background. Bureau of Land Management volunteer Burt Silcock during a trail-marking outing. (Larry R. Jones, Idaho State Historical Society, 1987)





MAP 39

Remnants of the Oregon Trail and North Alternate/Kelton Road have been marked with white posts. Teapot Dome was a well known emigrant landmark. The Teapot Dome Hot Springs area was a favorite campground for emigrants. The hot springs is currently privately owned.

Rattlesnake Station was a popular home stage stop for Overland and Kelton road travelers. It was also the transfer point for stages going to the South Boise Mines after 1870. The station was renamed Mountain Home in 1879, but when the Oregon Short Line arrived in 1883, the name was transferred to the new townsite.

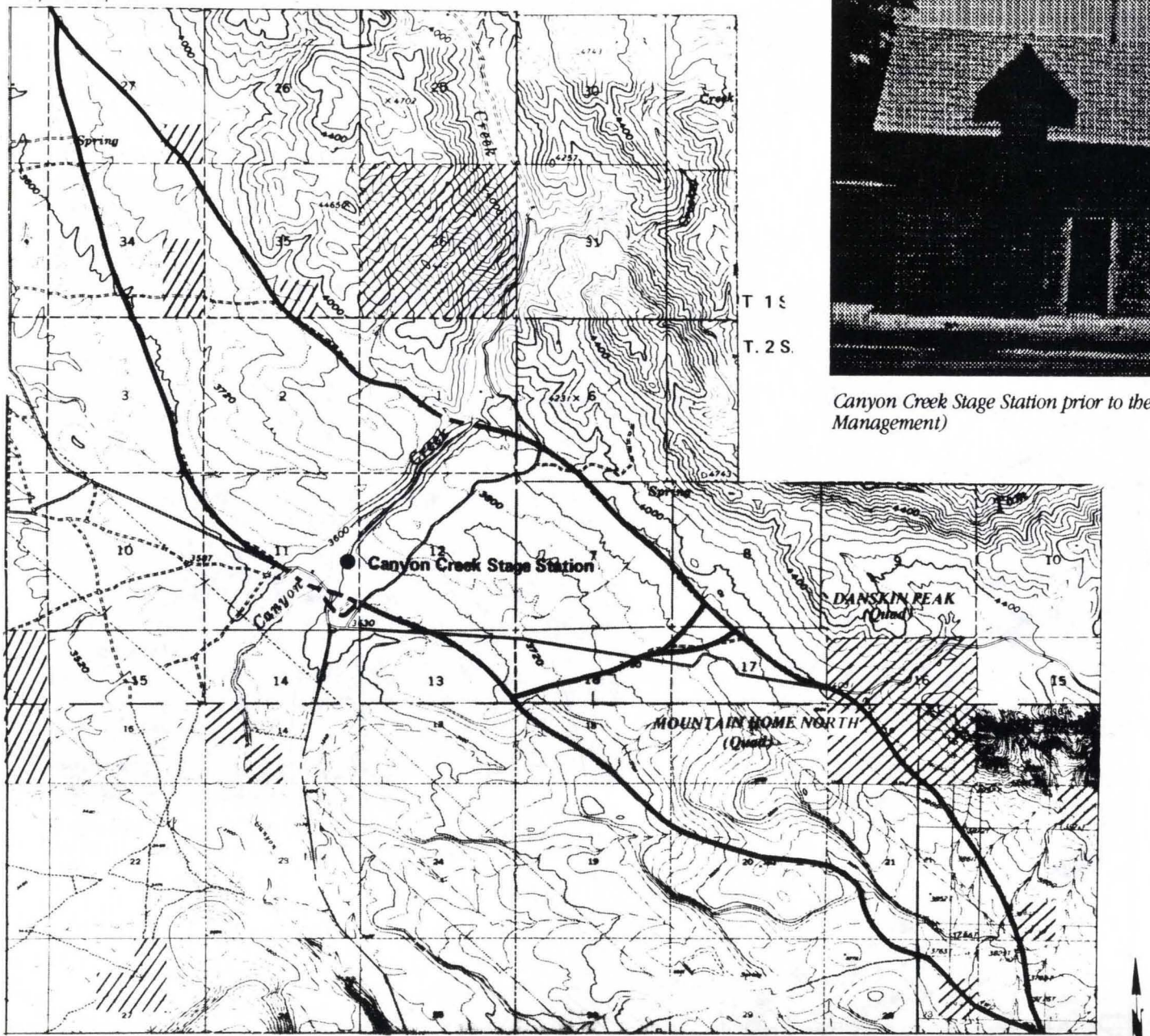
John C. Fremont - October 5, 1843. *In about nine miles the road brought us to a group of smoking hot springs, with a temperature of 164 [degrees]. There were a few helianthi in bloom, with some other low plants, and the place was green round about; the ground warm, and the air pleasant, with a summer atmosphere that was very grateful in a day of high and cold searching wind. The rocks were covered with a white and red incrustation; and the water has on the tongue the same unpleasant effect as that of the Basin spring on Bear river. They form several branches, and bubble up with force enough to raise the small pebbles several inches.... These springs are near the foot of the ridge, (a dark and rugged looking mountain), in which some of the nearer rocks have a reddish appearance, and probably consist of a reddish-brown trap, fragments of which were scattered along the road after leaving the spring.*[65]

James Field - August 16, 1845. *Above five miles from our camp we passed a hot spring near the foot of the same ridge, the water of which was nearly at a boiling temperature, so that one could not hold his finger in it, and a dog carelessly stepping across it put one foot in and ran off yelping and whining noisily.*[66]

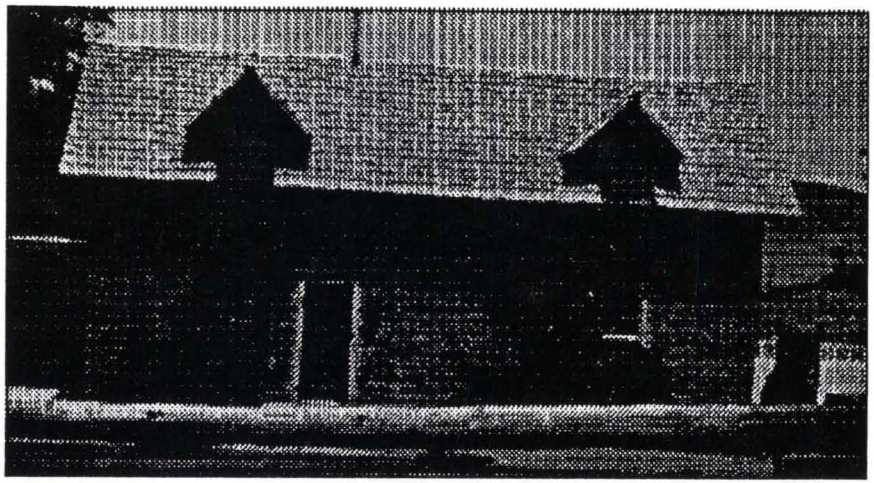
Joel Palmer - August 27, 1845. *One mile brought us to the Hot Springs, near which the road passes. These springs are in a constant state of ebullition. The water is sufficiently hot for culinary purposes. About fifteen rods off, approaching the mountain, which is half a mile distance, are similar springs. An ox, belonging to our party, appeared desirous to test the qualities of the water afforded by these springs. His owners, seeing his inclination, attempted to arrest his steps, but failed; when he arrived at the brink of one of them, and stuck his nose in, preparatory to indulging in a draught of the delicious nectar, he immediately wheeled, and made the welkin ring by his bellowing; kicking and running, he showed he was evidently displeased with himself.*[67]

MAP 39

Adjoins Map 41



Adjoins Map 39



Canyon Creek Stage Station prior to the fire. (Walter H. Meyer, Jr., Bureau of Land Management)

MAP 40

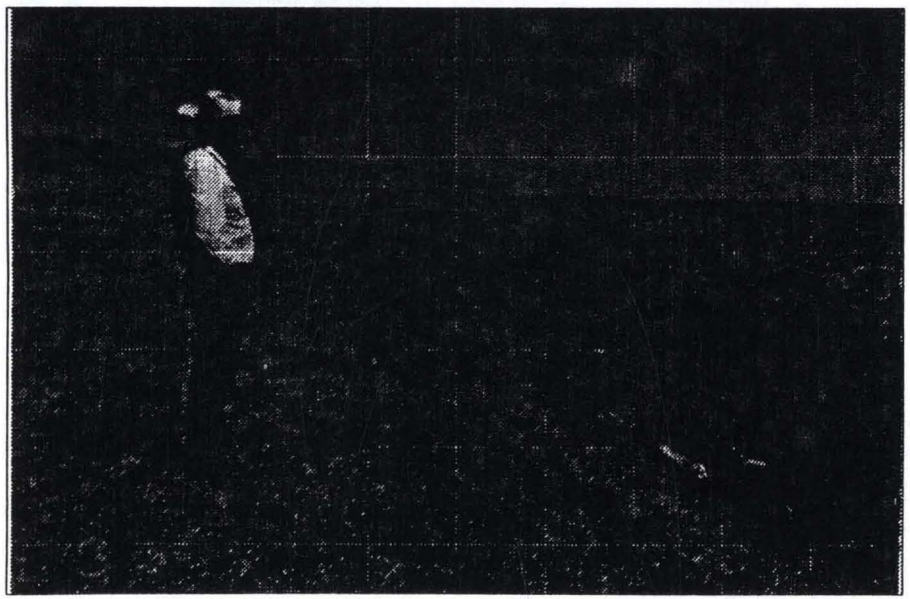
Remnants of the Oregon Trail and Kelton Road have been marked with white posts by the BLM. Kelton Road traffic deviated north of the main route to avoid a rocky stretch of the Oregon Trail. Road work was necessary for the descent and ascent of the Canyon Creek Canyon and remains visible.

The Canyon Creek Stage Station was a stop on the Overland and Kelton road routes. The structure served as a residence until a fire in the late 1970s. The rock walls are all that remain.

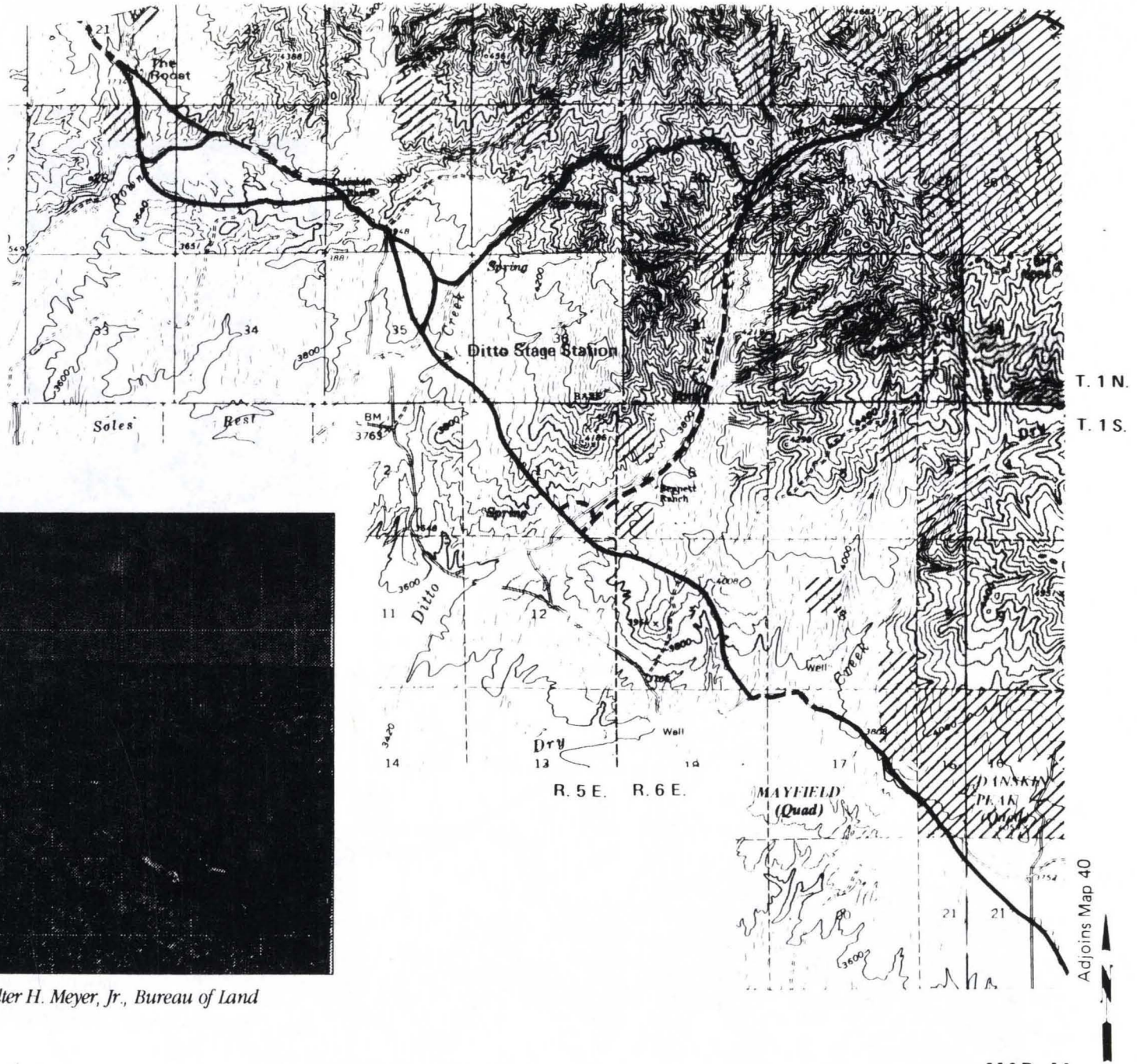
MAP 40

MAP 41

Remnants of the Oregon Trail and Goodale's Cutoff have been marked with white posts by the BLM. Variations of Goodale's Cutoff merge with the Oregon Trail at Ditto Creek and near Soles Rest. The Ditto Creek Stage Station was a stop on the Overland and Kelton road routes. Little evidence remains, but vegetation and land depressions help to identify the location.



Oregon Trail northwest of Canyon Creek. (Walter H. Meyer, Jr., Bureau of Land Management, May 1987)

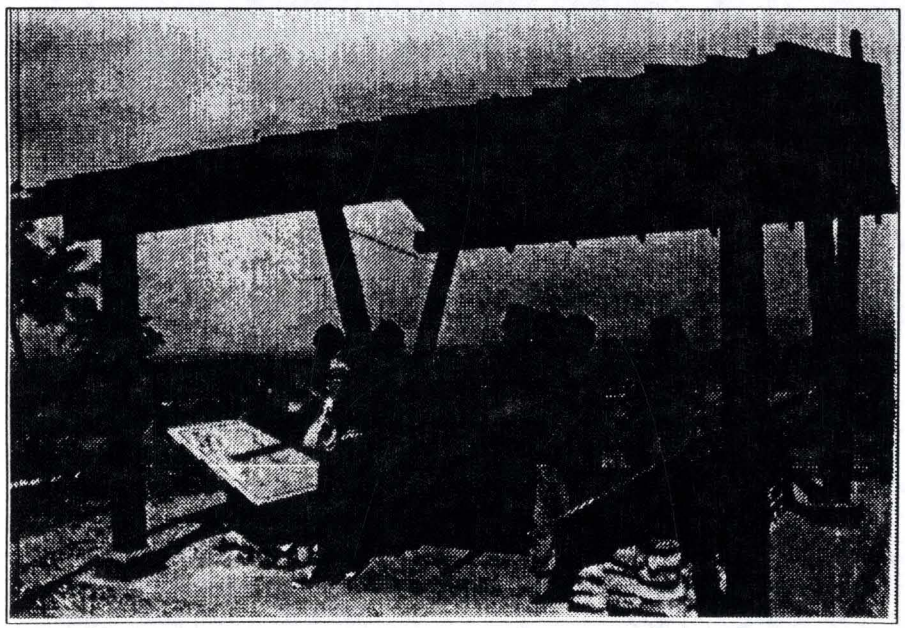


MAP 41

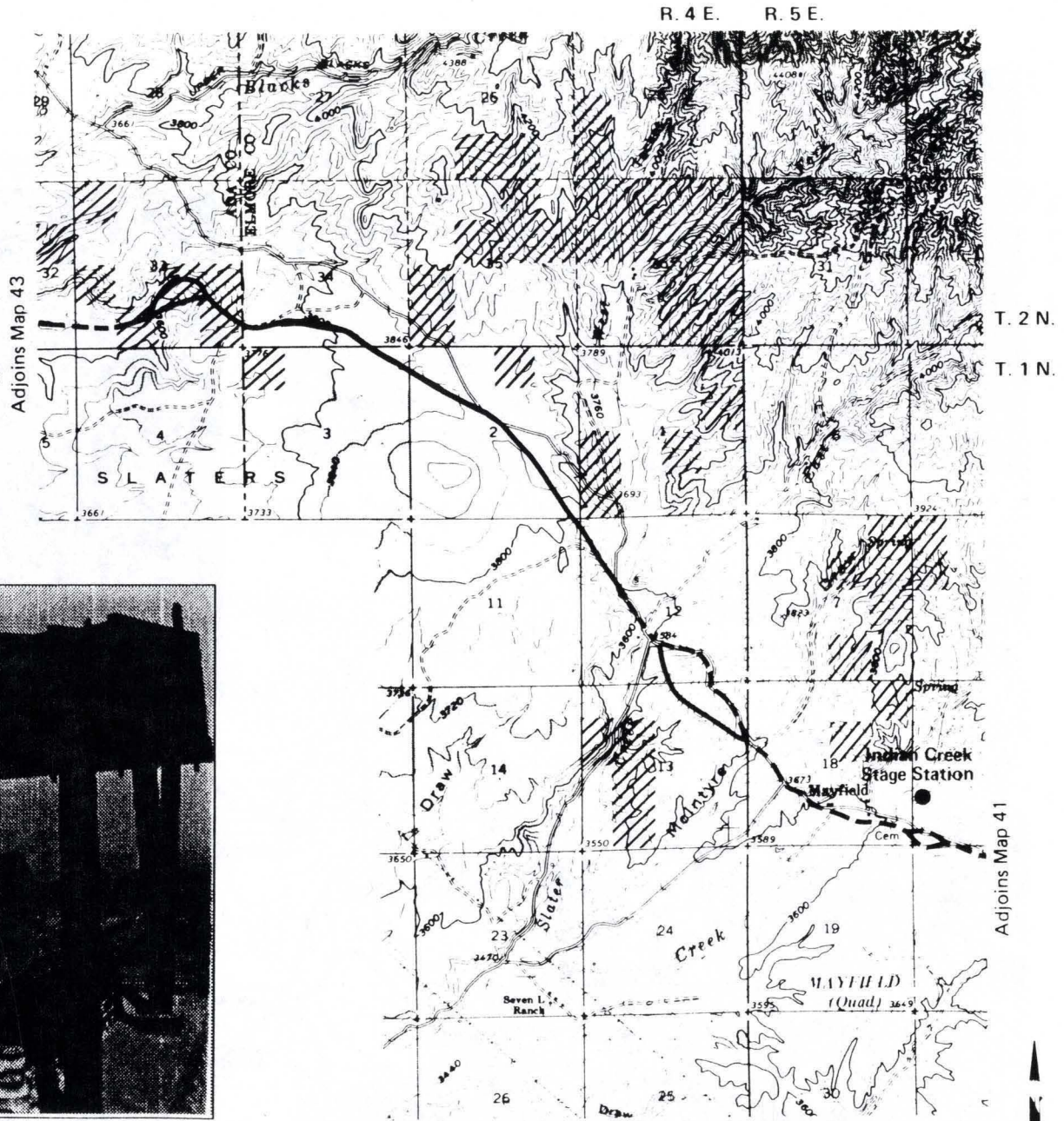
MAP 42

The trail closely parallels a county road. A small segment remains intact north of Slaters Flat and has been marked with white posts by the BLM. Access to the segment is across private lands, and permission is necessary from private landowners to reach the area.

Indian Creek crossing was a popular emigrant campground. Settlement came to the area in 1863, and emigrants were then able to purchase fresh vegetables here. The station was a stop on the Overland and Kelton routes. A lava rock structure dates to the stage-station time period. A small agricultural community known as Mayfield eventually developed. The Grange Hall, school, and hotel are still extant in the now deserted community. During the gold excitement in the South Boise mining region, owners of the stage station supplied the miners with fresh produce and fruit to augment their income.



Bureau of Land Management's Bonneville Point interpretive site. (Walter H. Meyer, Jr., Bureau of Land Management, 1976)



MAP 42

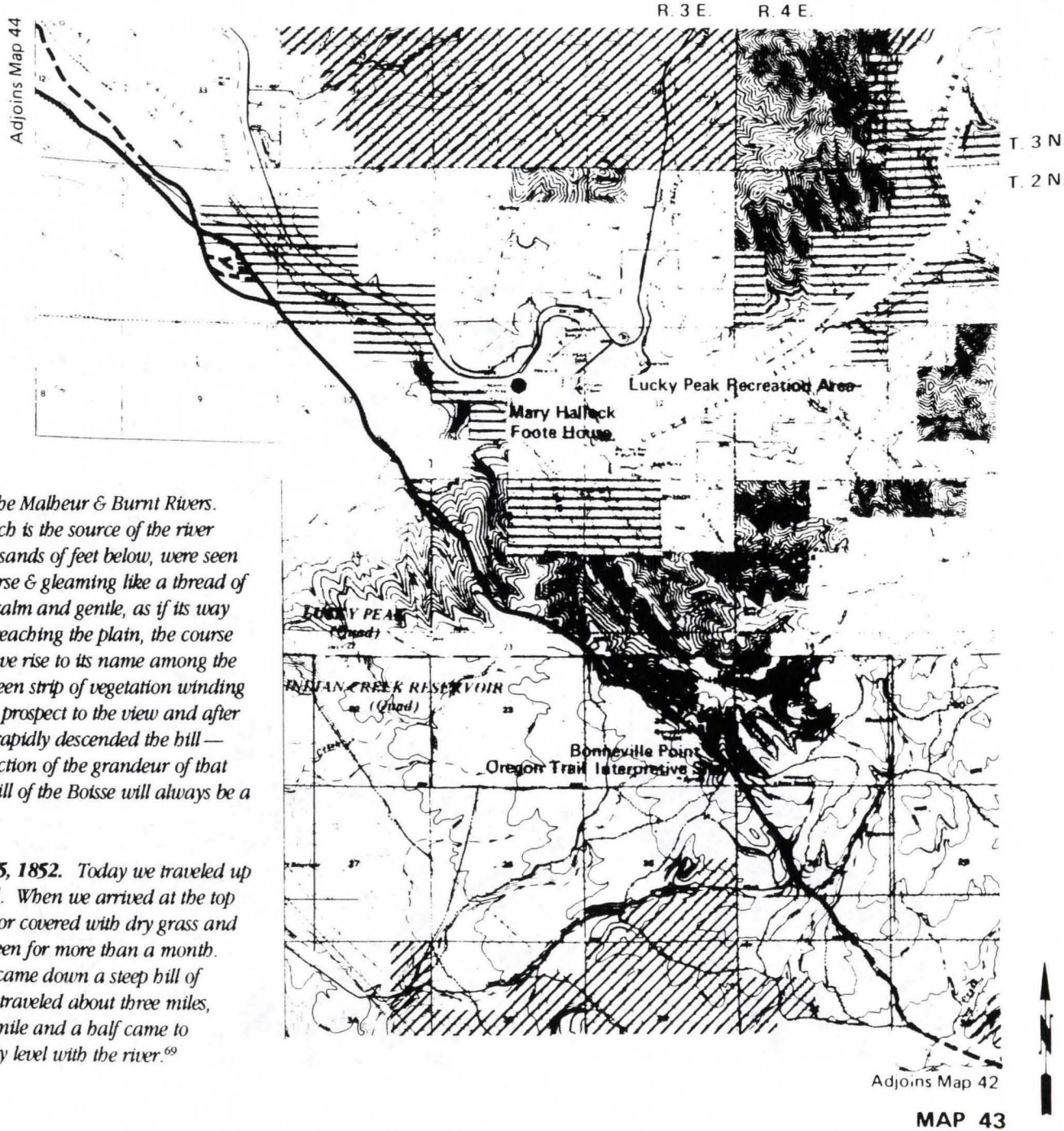
MAP 43

Visible remnants of the trail have been marked with cement posts by the BLM. Emigrants got their first view of the Boise Valley from Bonneville Point. The Boise District BLM now maintains a small interpretive park here. Blacks Creek Stage Station was a popular stop on the Overland and Kelton road routes. The site is in private ownership and access is restricted.

The trail from Blacks Creek to Oregon Trail Heights Subdivision is listed in the National Register of Historic Places.

Winfield S. Ebey - August 20, 1854. *It was getting late when I reached the top of the Big Hill, around which the road leads to the Plain, which is spread out at its base, almost as far as the eye can reach; broken in the distance by the Mountains in the regions of the Malheur & Burnt Rivers. To the right rose up that majestic Range of mountains, which is the source of the river below, and from which we issued yesterday — Below, thousands of feet below, were seen the water of this beautiful river winding there tranquil course & gleaming like a thread of silver in the rays of the setting sun. The stream seemed as calm and gentle, as if its way was through a meadow, instead of rugged canyons. After reaching the plain, the course of the stream is marked by a line of green timber, which gave rise to its name among the early trappers — "Boisse" or the "Wooded River" — This green strip of vegetation winding its way through the desert sage plain, gave a more cheerful prospect to the view and after gazing once more on the vast map spread out before me I rapidly descended the hill — to find a camp for the tired train; but never can the recollection of the grandeur of that scene be blotted from memory — the sunset from the Big Hill of the Boisse will always be a greene spot in the past.*[68]

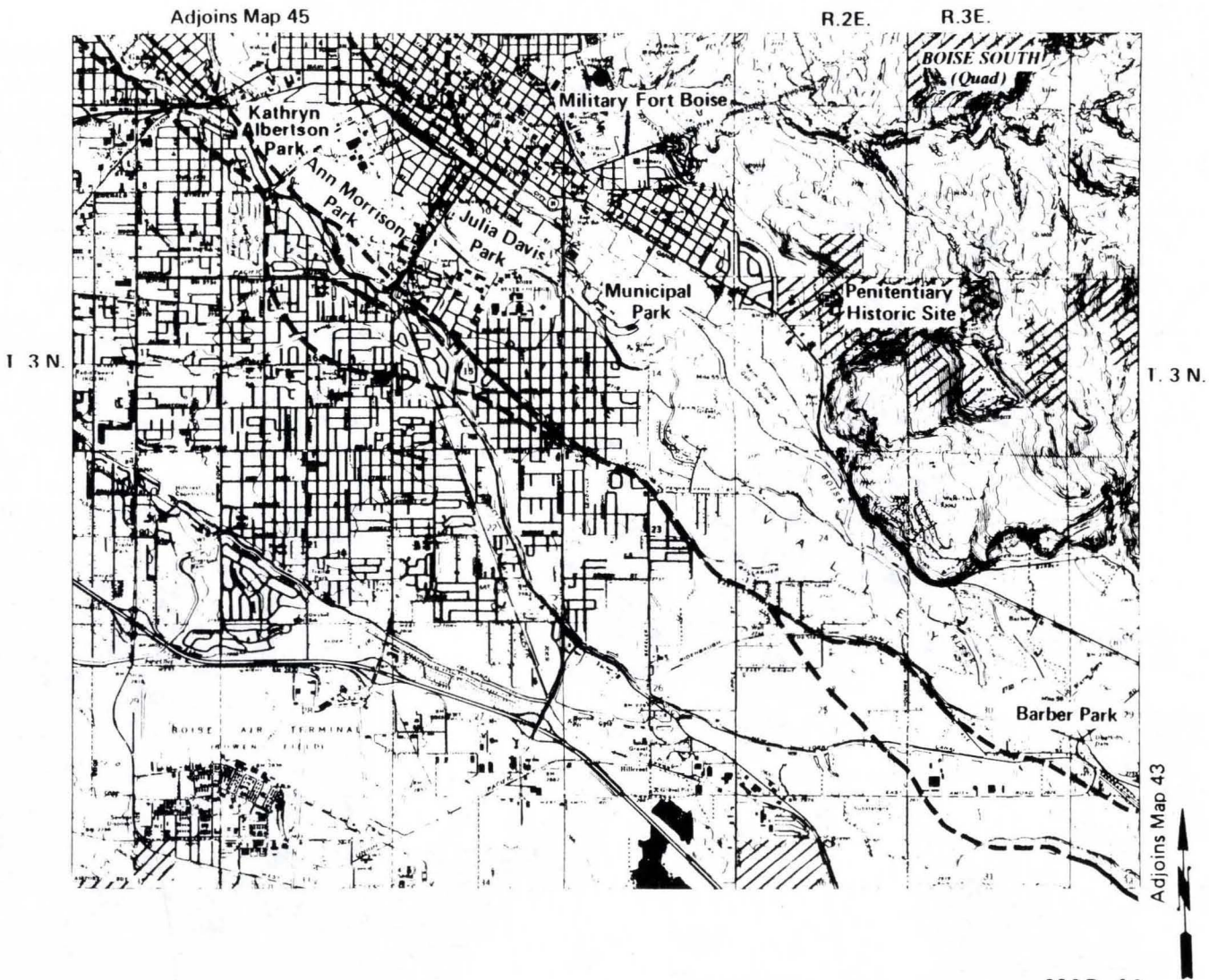
Cecilia Emily McMillan Adams - September 15, 1852. *Today we traveled up a long hill some four miles; road good; ascent very gradual. When we arrived at the top we got a grand view of the Boise river valley. It is all filled or covered with dry grass and a few trees immediately along the bank, the first we have seen for more than a month. We traveled for some four miles on a high level plain then came down a steep hill of about 200 feet to another equally level plain, on which we traveled about three miles, then took another offset of about 100 feet, and in about a mile and a half came to another offset of about the same height, and we were nearly level with the river.*[69]



MAP 44

Small segments of the trail remain visible where the route enters the Oregon Trail Heights housing development and on the descent of the bluff to Amity Avenue. Traffic began using Main Street in Boise and continuing west on a new northside grade, because a river channel blocked any alternative route that came down for water. After 1876, emigrant wagons sometimes continued west without crossing the Boise River into town.

Joel Palmer - August 29, 1845. *We traveled about eighteen miles, which brought us Bois river, a stream of forty or fifty yards in width, and abounding with salmon; its banks are lined with Balm of Gilead timber. The bottoms here are two or three miles wide, and covered with grass.* ***August 30.*** *We traveled about eleven miles. The road is sometimes on bottom, at others on bluff. The Indians are very numerous along this stream; they have a large number of horses; clothing is in much demand; for articles of clothing costing in the States ten or twelve dollars, a very good horse can be obtained.*[70]



MAP 44

MAP 45

Traces of the trail have vanished due to floods and various types of development and road construction. The northernmost trail is Goodale's Cutoff.

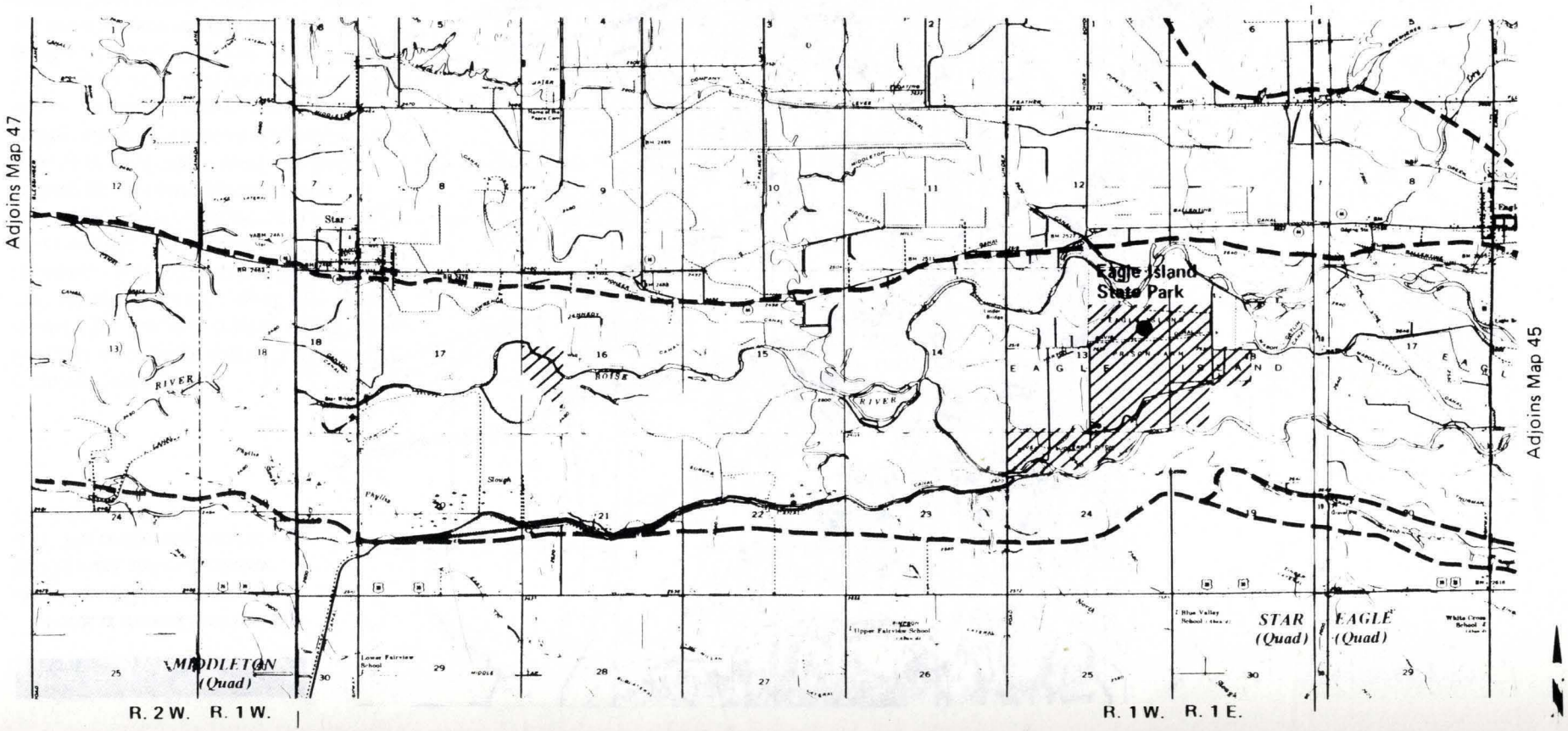


MAP 46

Traces of the trails have been eradicated by floods, various types of development, and road construction. Goodale's Cutoff heads north toward the Payette River.

The route of Goodale's Cutoff north of Eagle Island is not well documented, and no visible evidence has survived to mark this less-used route. Because of the lack of documentation and evidence, the northern section of Goodale's Cutoff has not been included in this volume.

Winfield Scott Ebey - August 24, 1854. *Two miles brought us to the scene of the late fight. Everything showed signs of a hard Struggle. Six bodies lay by the road partly covered, by persons who had been here before We got our spades & some of us stopped & gave them a decent burial. The ground is covered with blood. The tent poles and a great amount of half burnt feathers lay around. No waggons left. I picked up a hat with two bullet holes in it and saturated with blood. I presume the owner received the ball in his head. A gun barrel was picked up. The stock broke off & badly bent. It was used I have no doubt by some man who was struggling desperately for life. After burying the dead I put up a notice to those behind to be on their guard & overlook the waggons. Every man now goes armed. Even the drivers carry their rifles in one hand & their whip in the other.* ***August 25*** *- I have learned more of the difficulty with the Indians. It seems the train stopped to noon when the Indians [some 60] came up apparently friendly. One of the Indians took off a horse of the party's. The owners kept two ponies. The Indians brought back the horse & got his ponies. One of the men, who was a short distance from the waggons observ-ing the movement of the Indians; saw one of them point his gun at him & supposing he intended to shoot him took out his revolver and shot the Indian down. The fight commenced in good earnest. Some of the men became frightened and I believe that but two of them did any fighting. A young man by the name of Mulligan from the Southern part of MO fought them to the last. It was him that broke up his rifle fighting. It is thought that if all had stood up to him they would have driven the Indians off. Some of the men*

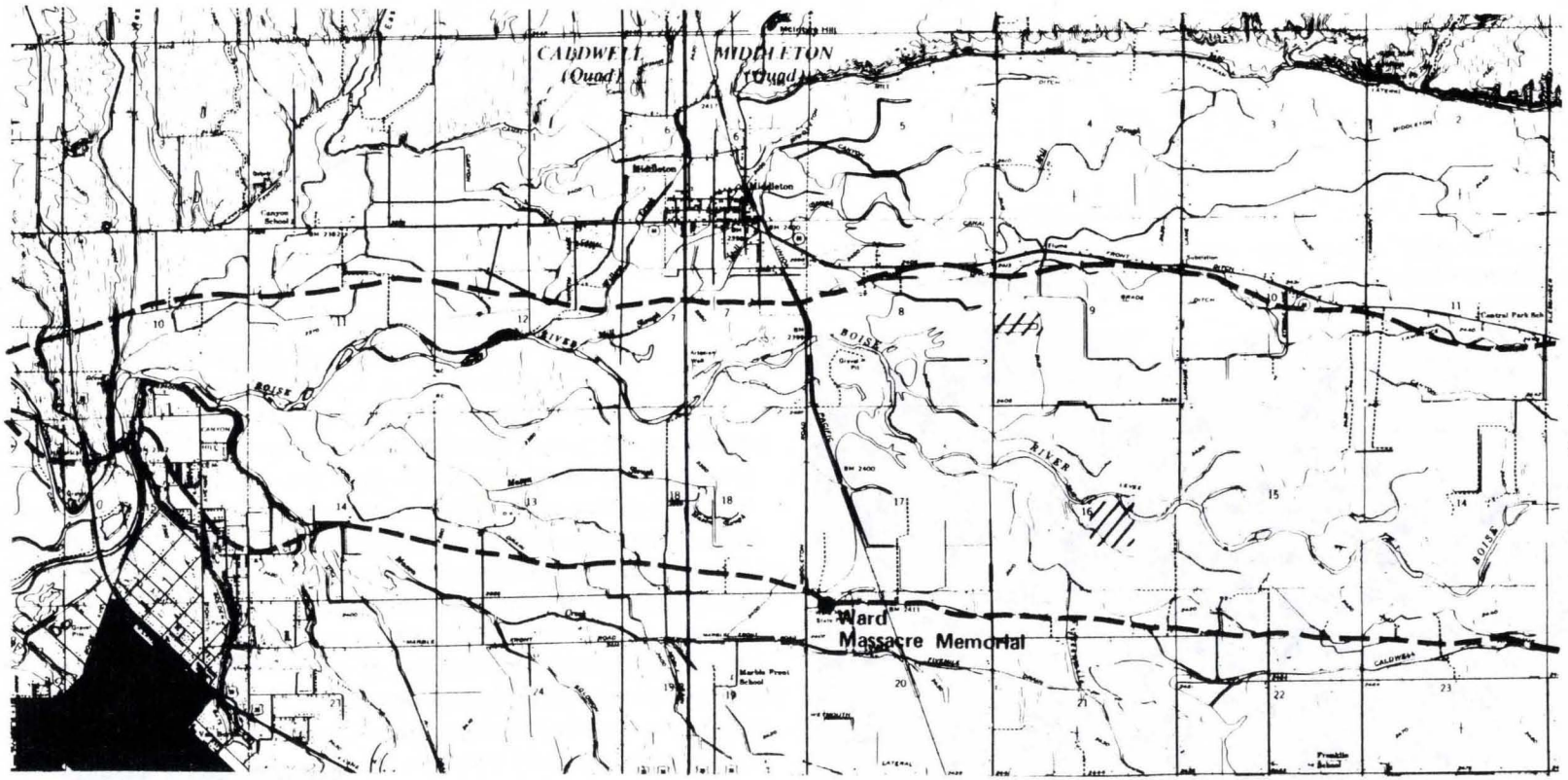


MAP 46

even crawled into the waggons, the Indians followed them up killing all but the women & children. About this time seven men of Mr. Yantes train coming back from the fort to look for a lost cow — and were in sight of the fight — got up the Indians then ran to the river about a miles off taking the women & children & some of the waggons, & got in the bushes & followed them and a fire was kept up for some time — the whites with revolvers & the Indians with HB muskets. Finally the foremost man of the whites was shot dead & the party retreated to the Fort for more help. Here was their error, had they charged the Indians in the bushes they might have saved the women & children but would probably lost some of their own number — they could hear the screams of captives in the bushes when they left — On their return it was found that the Indians had burned the waggons and had also burned up the children. Their bones were found on the spot, it is hoped they killed them before they committed them to the flames. The men think otherwise and believe from the screams they heard that the children were burned alive — before their mother's eyes. The women [Mrs. Ward & daughter] were murdered and their bodies horribly violated.... This is one of the most horrible, massacres of which I ever heard. A whole train of people killed in open day — for plunder, & the Indians all escaping. Some 60 head of Cattle & $2,000.00 in gold was carried off. I presume the Indians are now far enough away, and safe from pursuit.[71]

MAP 47

Agricultural and road developments have erased all traces of the trail with the exception of a Canyon Hill descent to the Boise River crossing. The massacre of the Alexander Ward party on August 20, 1854, was the culmination of Indian activities which led to the closing of Hudson's Bay Fort Boise and Fort Hall. Only two members of the Ward train of twenty managed to escape. The site is now a small state park with a commemorative monument listing the names of the party.

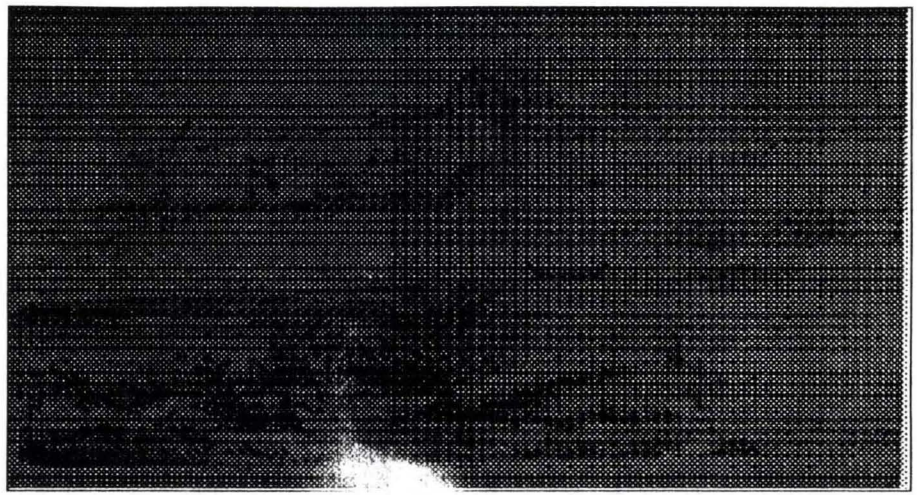


MAP 47

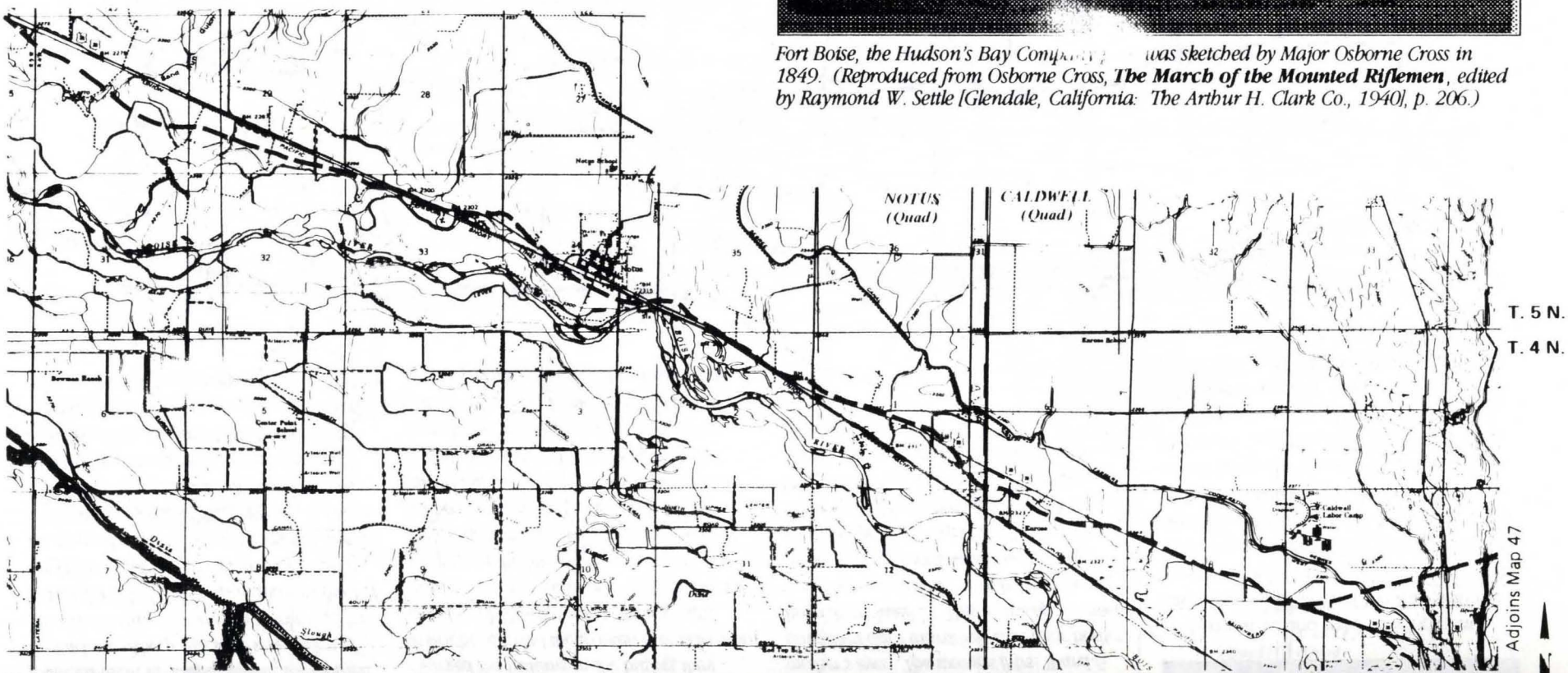
MAP 48

Known as Lower Boise in 1864, this area was farmed along the river by that time. Notus grew up after railroad transportation and irrigation expansion brought increased population. The Oregon Trail closely parallels a railroad grade and U.S. Highways 20 and 26.

The Middleton Substation is listed in the National Register of Historic Places as are the following properties in Caldwell: Caldwell Odd Fellows Home for the Aged, St. Mary's Catholic Church, A.K. Steunenberg House, U.S. Post Office, Carnegie Library, Blatchley Hall (Albertson College of Idaho), Sterry Hall (Albertson College of Idaho), Carrie Adell Strahorn Memorial Library (Albertson College of Idaho), Thomas K. Little House, North Caldwell Historic District, John C. Rice House, and the Caldwell Historic District.



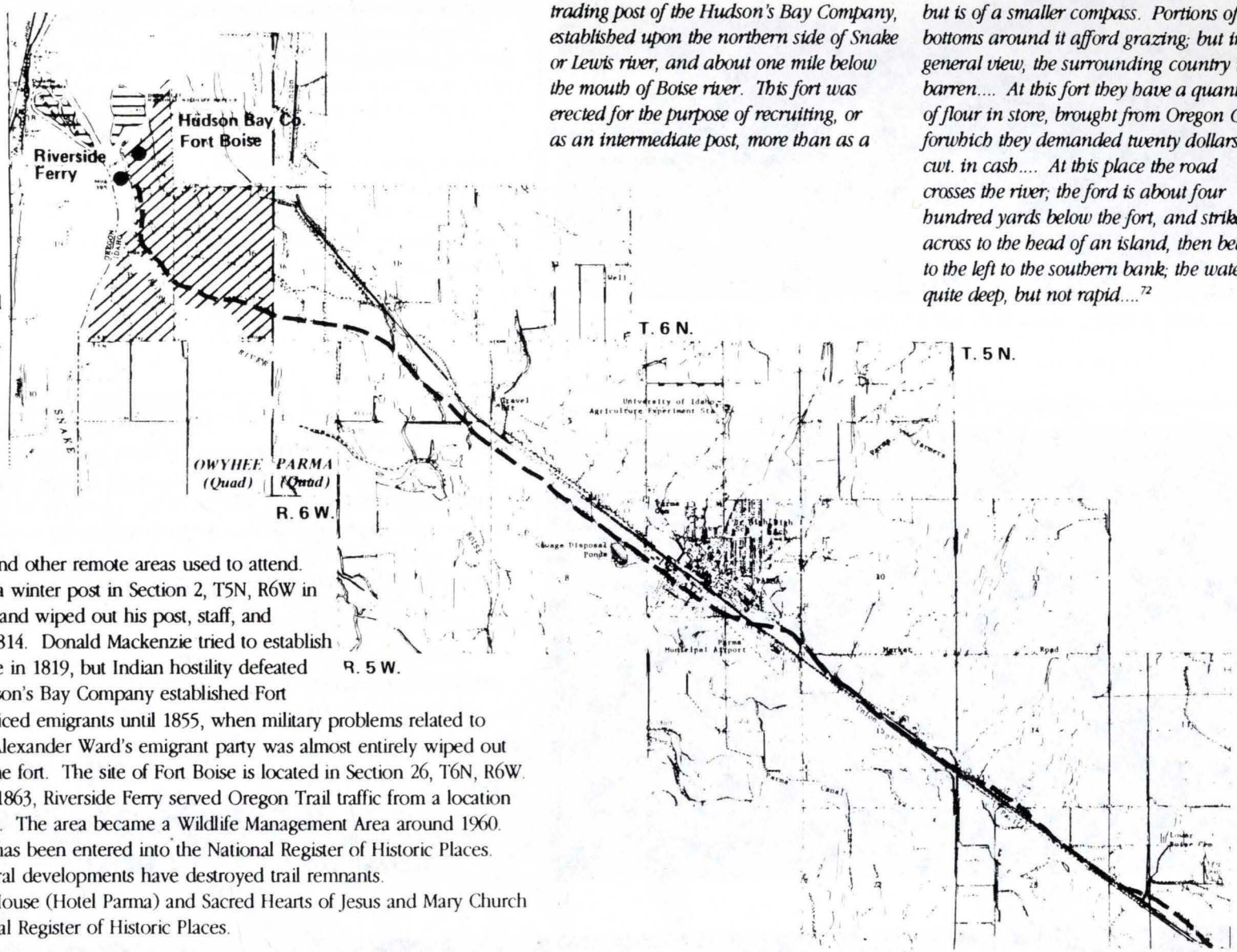
*Fort Boise, the Hudson's Bay Company [illegible] was sketched by Major Osborne Cross in 1849. (Reproduced from Osborne Cross, **The March of the Mounted Riflemen**, edited by Raymond W. Settle [Glendale, California: The Arthur H. Clark Co., 1940], p. 206.)*



MAP 49

The Parma area was settled by river-side farmers in 1863 and 1864. Parma emerged as a railroad town after Oregon Short Line construction brought improved transportation in 1883. Irrigation expansion with major canals brought more farmland into production. The area near the mouth of the Boise River was a traditional Northern Shoshone summer salmon festival and trading center. Indians from Oregon, Washington, Nevada, Wyoming, Colorado, and other remote areas used to attend. John Reid established a winter post in Section 2, T5N, R6W in 1813, but a Bannock band wiped out his post, staff, and operation in January 1814. Donald Mackenzie tried to establish a permanent post there in 1819, but Indian hostility defeated his attempt. The Hudson's Bay Company established Fort Boise in 1834 and serviced emigrants until 1855, when military problems related to white retaliation after Alexander Ward's emigrant party was almost entirely wiped out forced the closure of the fort. The site of Fort Boise is located in Section 26, T6N, R6W. For two decades after 1863, Riverside Ferry served Oregon Trail traffic from a location near the site of the fort. The area became a Wildlife Management Area around 1960. The site of Fort Boise has been entered into the National Register of Historic Places. Flooding and agricultural developments have destroyed trail remnants.

The A. H. Stewart House (Hotel Parma) and Sacred Hearts of Jesus and Mary Church are listed in the National Register of Historic Places.



Adjoins Map 48

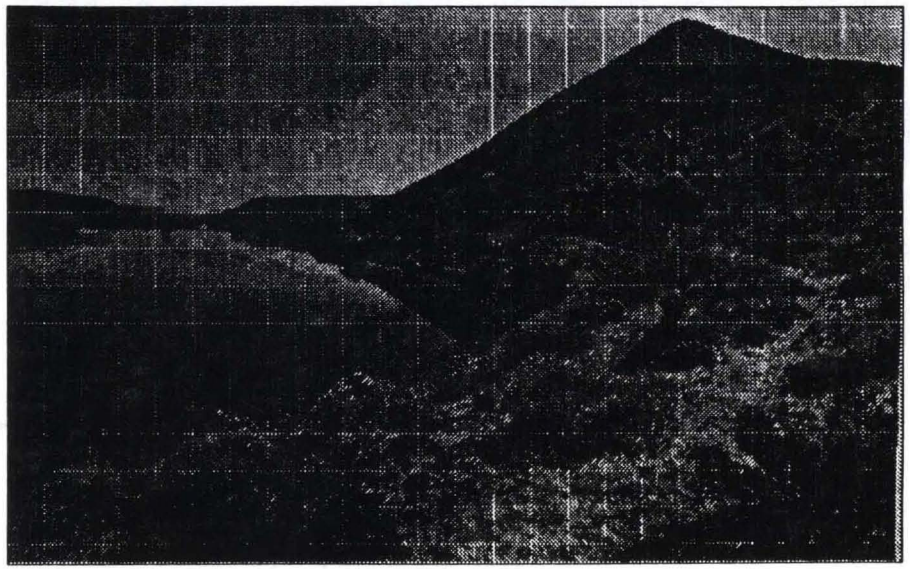
Joel Palmer - September 2, 1845. *We reached Fort Boise. This is a trading post of the Hudson's Bay Company, established upon the northern side of Snake or Lewis river, and about one mile below the mouth of Boise river. This fort was erected for the purpose of recruiting, or as an intermediate post, more than as a trading point. It is built of the same materials, and modeled after Fort Hall, but is of a smaller compass. Portions of the bottoms around it afford grazing; but in a general view, the surrounding country is barren.... At this fort they have a quantity of flour in store, brought from Oregon City, forwhich they demanded twenty dollars per cwt. in cash.... At this place the road crosses the river; the ford is about four hundred yards below the fort, and strikes across to the head of an island, then bears to the left to the southern bank; the water is quite deep, but not rapid....*[72]

PRIMARY ROUTE: OREGON NATIONAL HISTORIC TRAIL

South Alternate — Three Island Crossing to Oregon State Line
Maps 50 - 62

At Three Island Crossing some of the emigrants remained on the south side of the Snake River and followed the South Alternate, or Dry Route. ***Overton Johnson and William H. Winter*** were among the first emigrants to traverse the South Alternate and in 1843 noted:

Twenty-seven miles below the Salmon Falls we came to the crossing where the companies which preceded us had passed over to the north side, which is much the nearest and best way, but we, having attempted the crossing and finding it too deep, were obliged to continue down on the south. This is, perhaps, the most rugged, desert and dreary country, between the Western borders of the United States and the shores of the Pacific. It is nothing else than a wild, rocky, barren wilderness, of wrecked and ruined nature, a vast field of volcanic desolation.[73]



South Alternate south of Hammett. (Walter H. Meyer, Jr., Bureau of Land Management, September 1987)

LEGEND

- Emigrant Trail (Visible)
- Emigrant Trail (Possible Route, not visible)
- Historic Site or Landmark
- Public Lands Administered by BLM
- State of Idaho Lands
- U.S. Forest Service
- Other Federal Lands

Scale: 1 Inch to 1 Mile

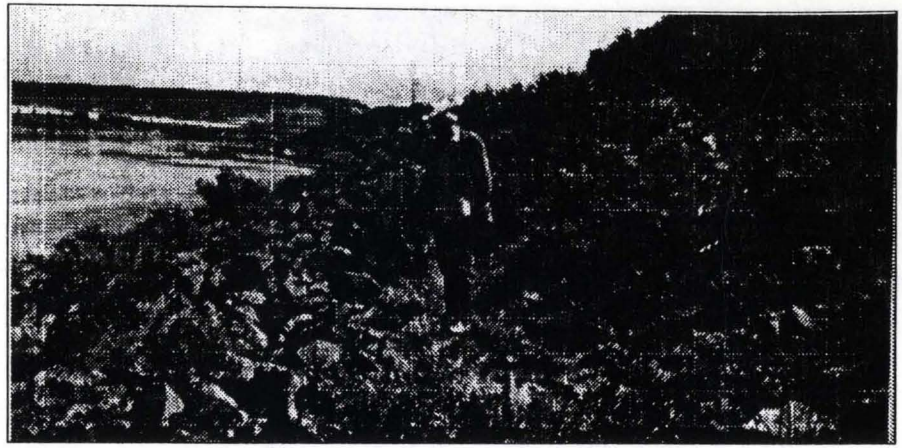
Please Respect Private Property Rights

MAP 50

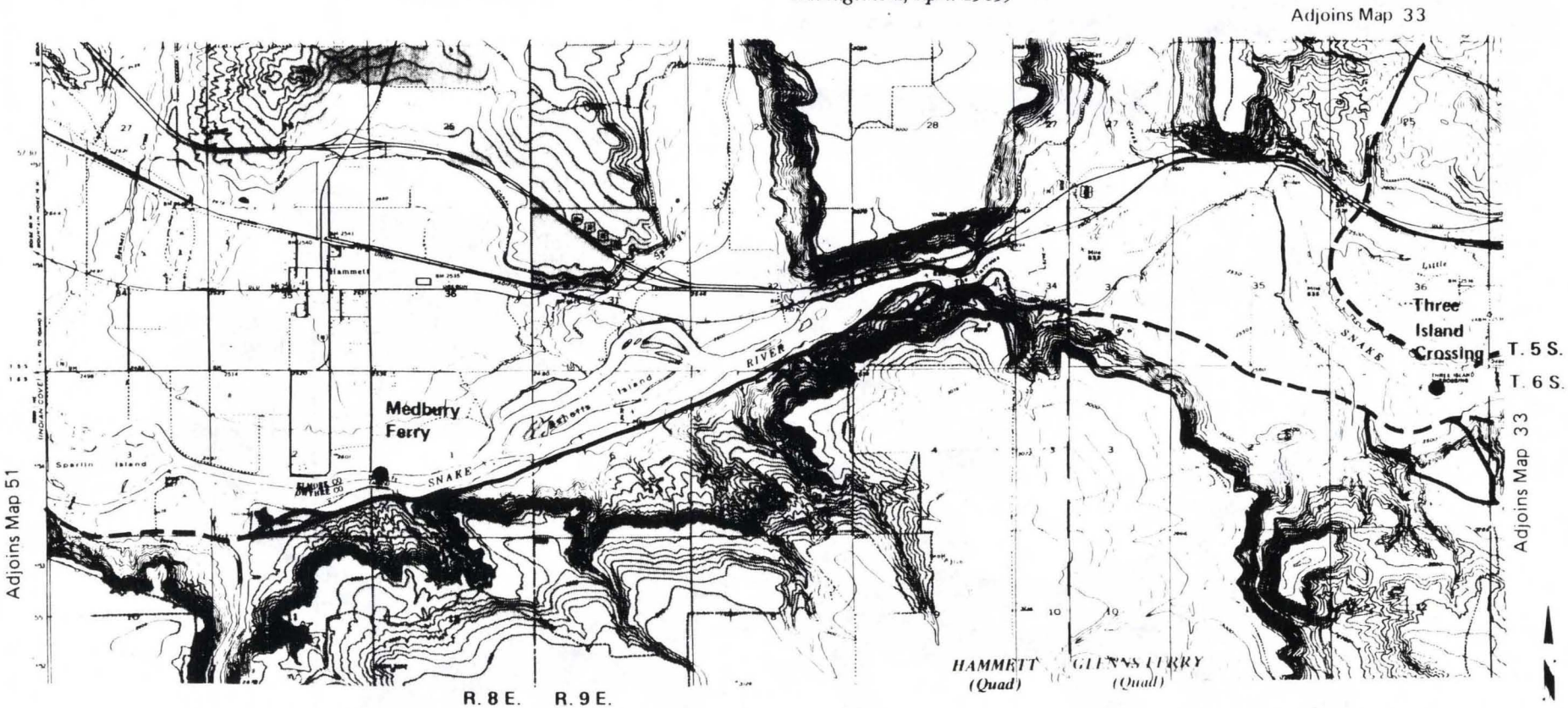
Medbury was a planned agricultural town laid out by the railroad. A post office and railroad station were established in 1883. In 1909, the town was replaced by Hammett. The Medbury Ferry served the area farmers and ranchers during the 1880s and 1890s. Snake River placer mining activities are evident along the south bank of the river.

The route of the South Alternate Oregon Trail has been marked. A small segment of remnants is visible as the trail enters the Narrows and for a short distance on west.

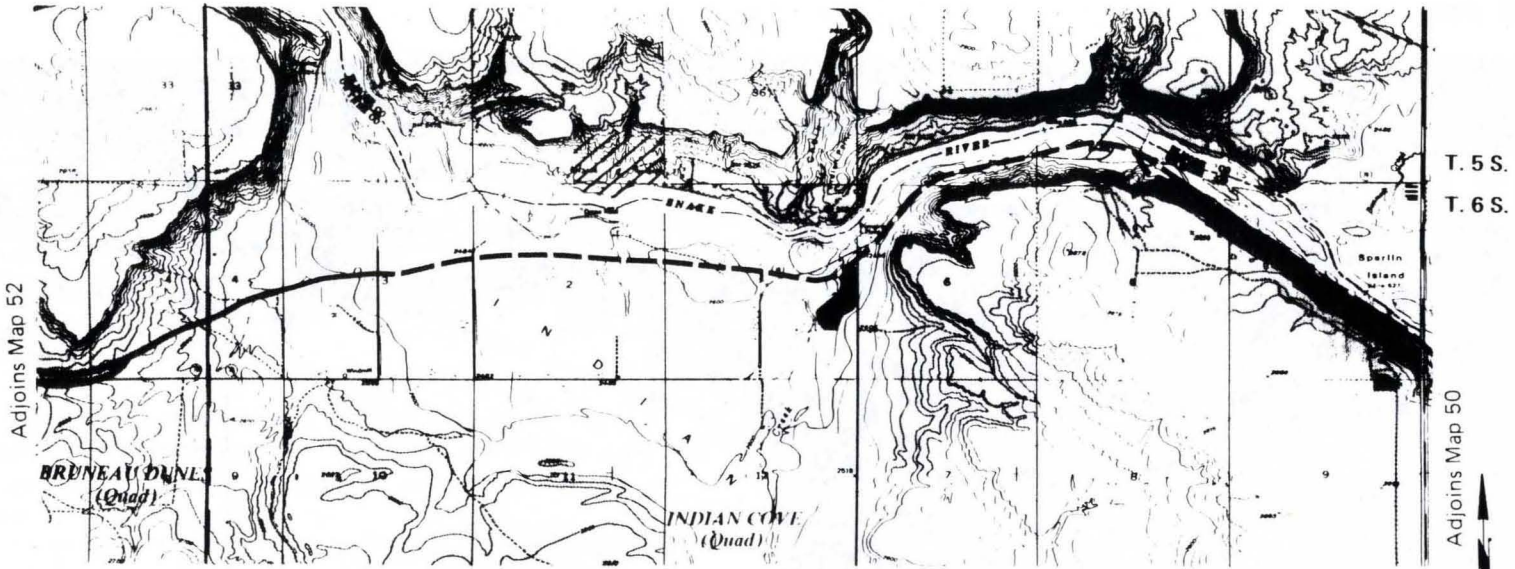
In Glenns Ferry, the Amstutz Apartments, Old Glenns Ferry High School, Gerby Opera Theater, J.S. McGinnis Building, O'Neil Brothers Building, and Our Lady of Limerick Catholic Church are listed in the National Register of Historic Places.



The Narrows west of Three Island Crossing. (Walter H. Meyer, Jr., Bureau of Land Management, April 1989)



MAP 50



MAP 51

Photo too large to scan.

Typical Snake River ferry. (Idaho State Historical Society, No. 1327)

MAP 51

Rail service reached the area in 1883, but the region remained largely rangeland until irrigation pumping became practical in recent years. Evidence of early Snake River mining activities are visible on the north bank of the river west of Chalk Gulch.

Short segments of the South Alternate are visible east of the Hammett Bridge and just north of Highway 78, and both segments have been marked.

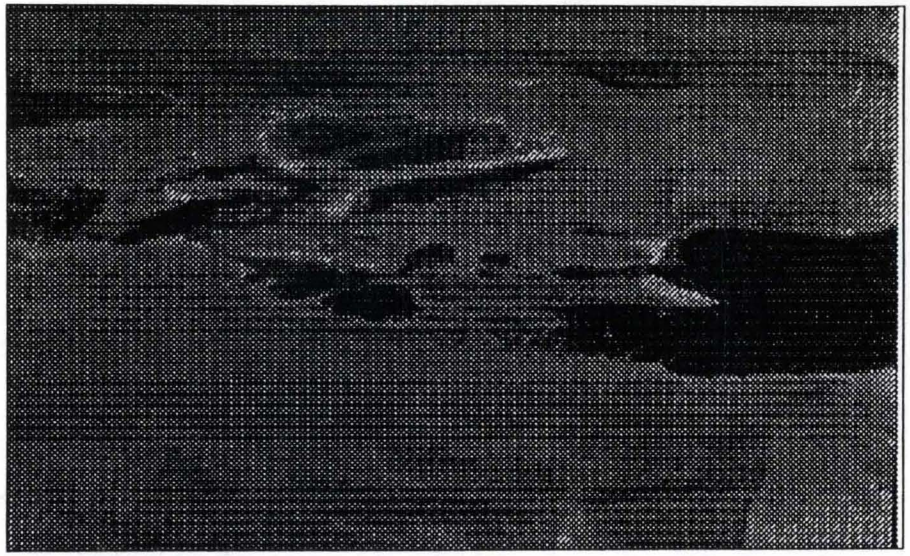
Westward travelers could encounter a number of commercial ferry and bridge enterprises whenever there was a stream or river that warranted such an undertaking. As two-way travel and freight and mail transportation activity increased, the number of ferry operations increased. Many of the ferry operations continued along the Snake River until they were replaced by modern bridges.

MAP 52

Snake River placer tailings remnants are found on the north bank of the river opposite Wilkins Island. Remnants of the Mountain City, Nevada — Mountain Home freight road are also visible north of the river. Bruneau Dunes State Park is situated south of Highway 78 in the Eagle Cove area. The park museum contains some interpretive Oregon Trail display materials. Loveridge Ferry was built and operated by Albert Loveridge between 1890 and 1913. The ferry was replaced by a bridge. The Sand Dunes Ferry, located a short distance upstream from the Loveridge Ferry, was operated for a short time to assist local ranchers.

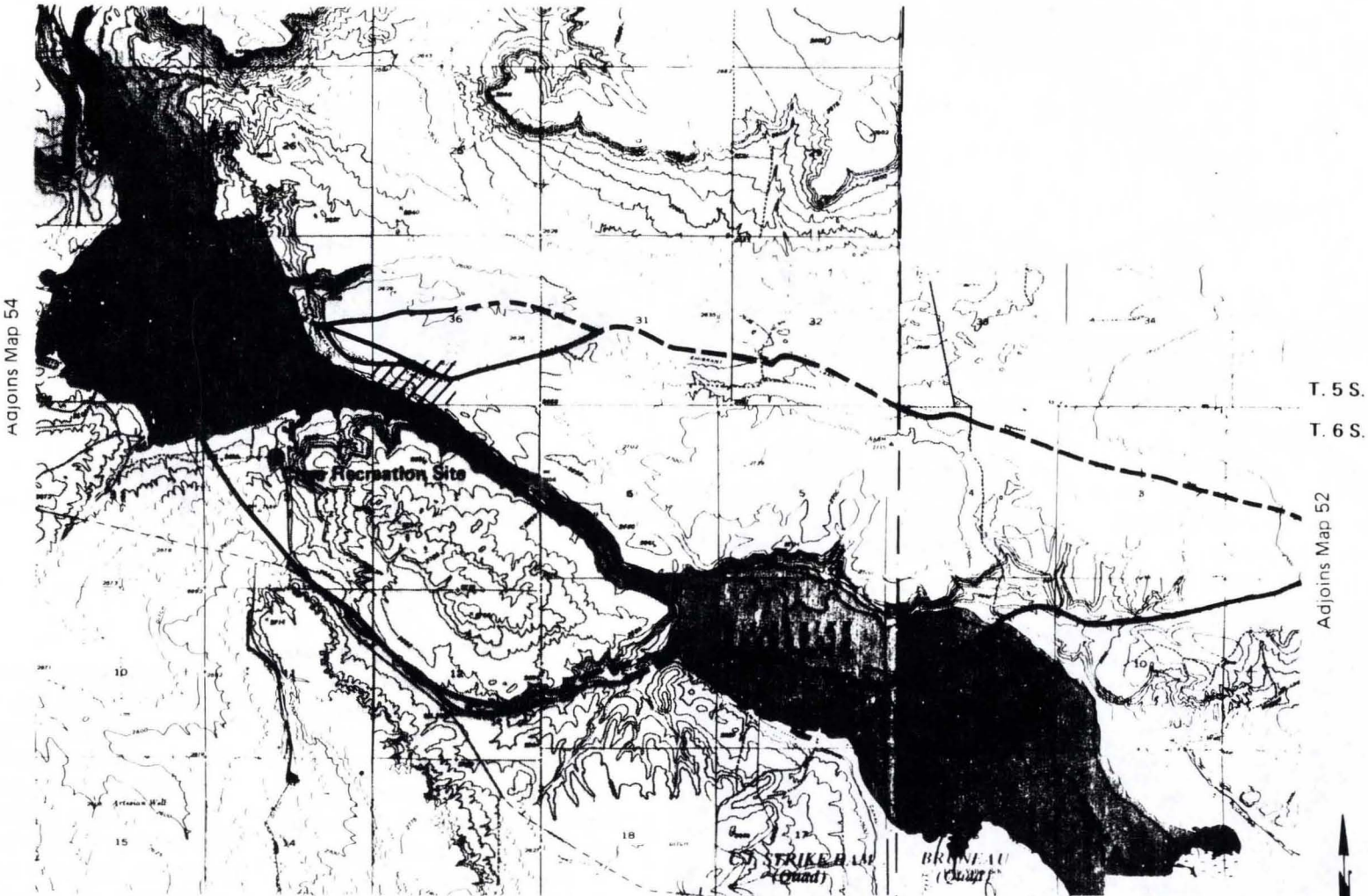
Short segments of South Alternate remnants are visible north of Highway 78 and the entrance to the park, and just west of Highway 51 and north of Highway 78. Both segments have been marked.

The 5,000-acre Bruneau Dunes State Park provides year-round camping and picnic facilities, hiking trails, and visitor center. The camping areas include modern rest rooms with hot showers, water hookups, and electrical outlets. A variety of activities is available including fishing and hiking.



Bruneau Dunes State Park.

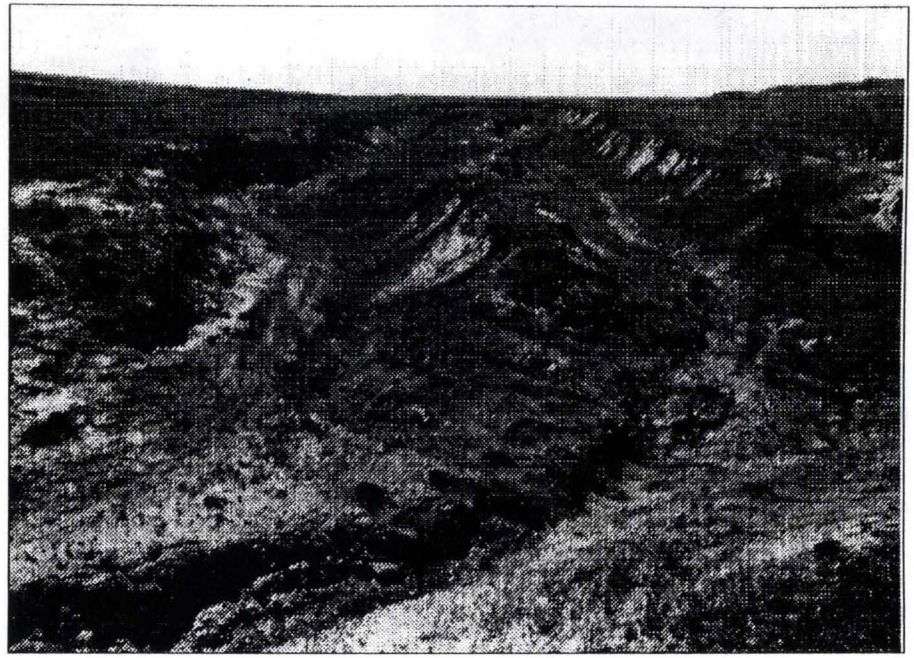




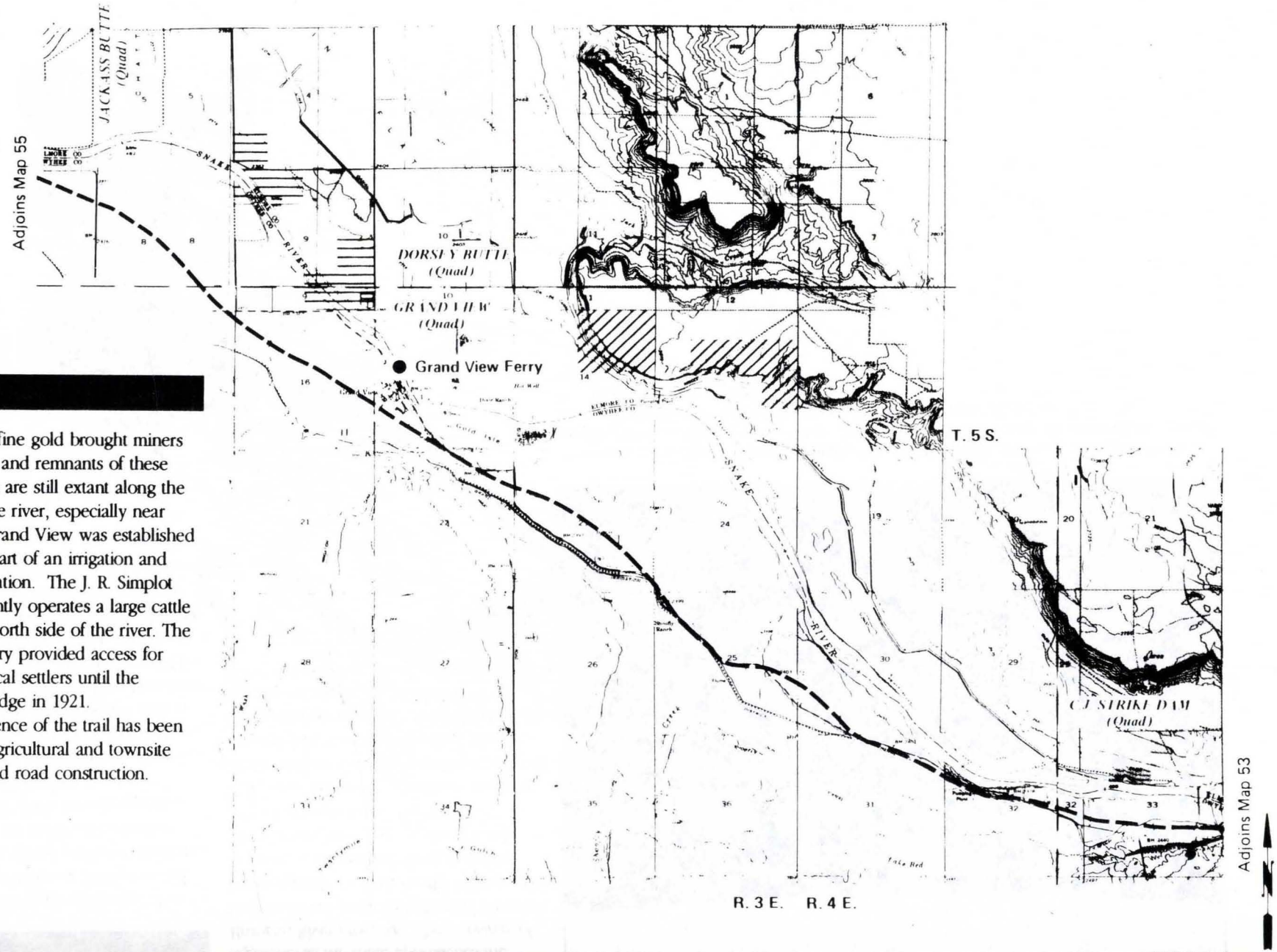
MAP 53

MAP 53

Ranchers came to the area after Owyhee mining discoveries in 1863 provided markets for agricultural products. Territorial governor Caleb Lyon's Bruneau Indian treaty of April 12, 1866, was designed to open this region for white settlement. Camp Buford was established by Major L. H. Marshall in the summer of 1866 to provide protection for emigrants and settlers. Marshall made plans to abandon Fort Boise and make Camp Buford the major post for the district, but his plans were quickly rejected by the general commanding the region. The camp was abandoned within a year. The South Alternate divides into two segments as the route approaches the Bruneau River crossing. The crossings of the river were major campground areas for the emigrants. In 1862, nearly 1,000 people were reported camped along its banks. The crossing sites and the site of Camp Buford are now under the waters of C. J. Strike Reservoir. Excellent remnants of the trail are visible just north of Highway 78, and they have been marked. Short discontinuous segments of visible remnants are also visible on the north side of the river, and they have been marked.



Remnants of the South Alternate route of the Oregon Trail, at some places quite eroded, south of the C.J. Strike Reservoir near the Bureau of Land Management's Cove Recreation Site. (Walter H. Meyer, Jr., Bureau of Land Management, May 1987)

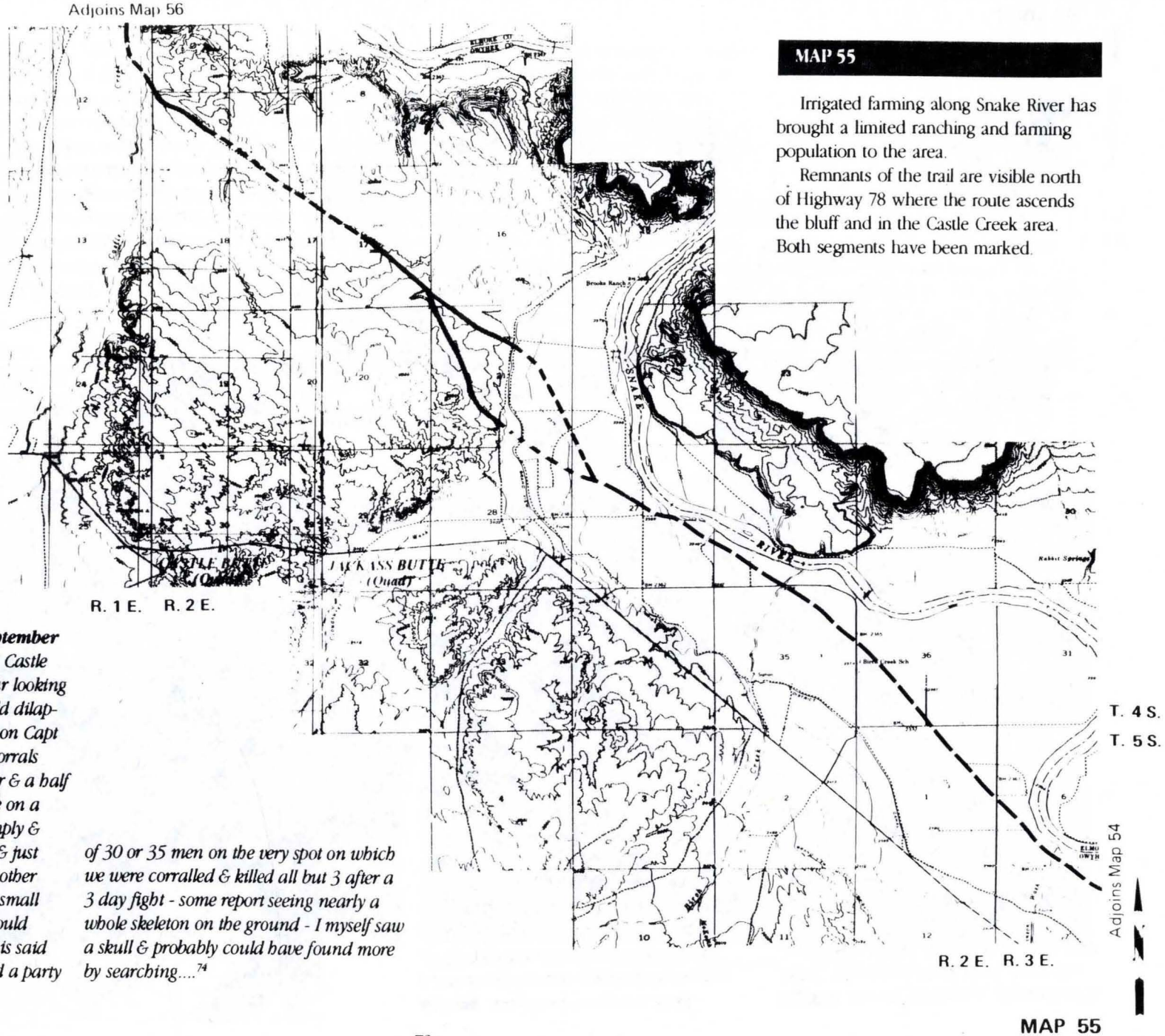


MAP 54

Snake River fine gold brought miners here after 1870, and remnants of these early operations are still extant along the south side of the river, especially near Gold Island. Grand View was established about 1889 as part of an irrigation and settlement operation. The J. R. Simplot Company currently operates a large cattle feedlot on the north side of the river. The Grand View Ferry provided access for ranchers and local settlers until the erection of a bridge in 1921.

Surface evidence of the trail has been obliterated by agricultural and townsite development and road construction.

MAP 54

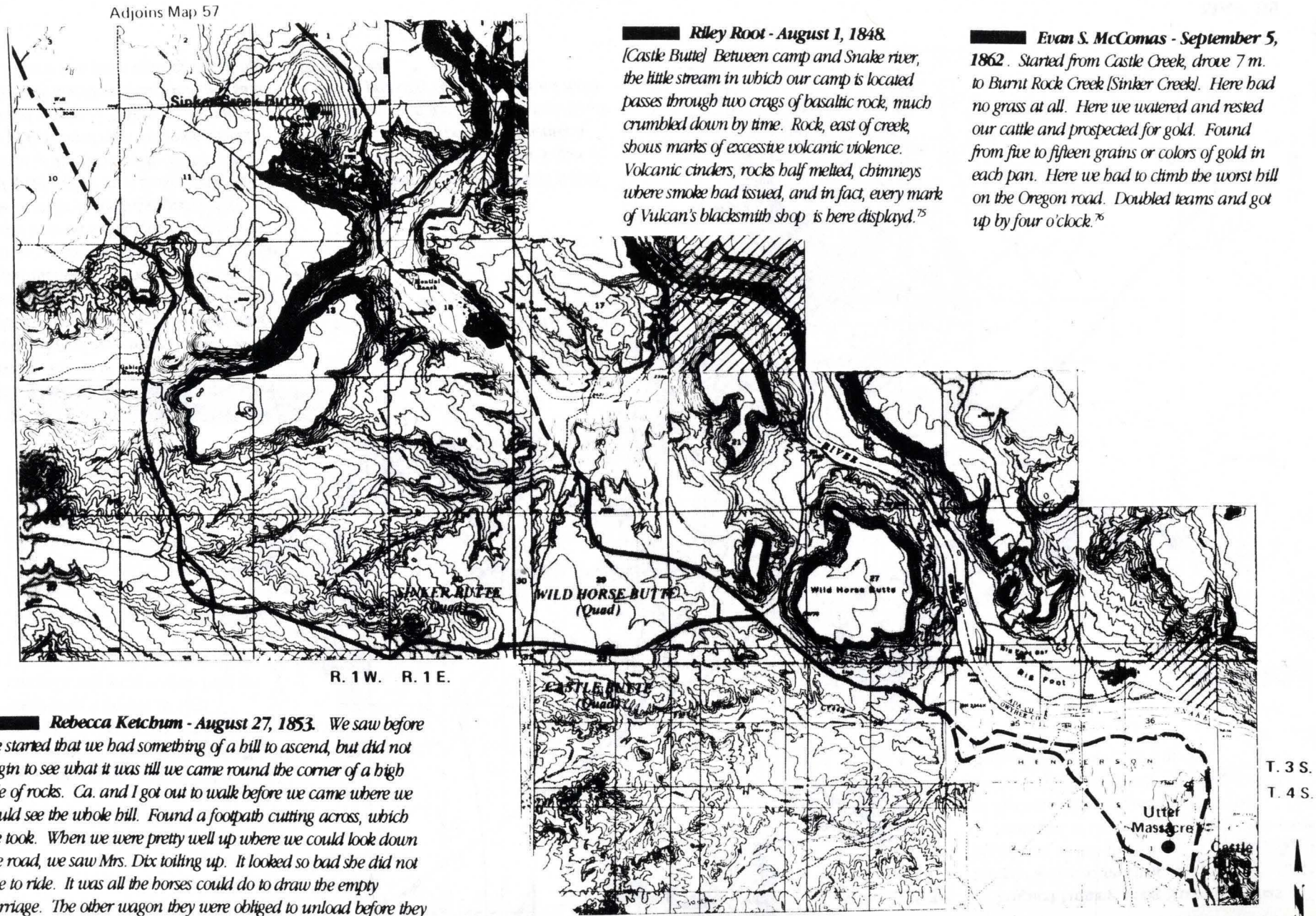


MAP 55

Irrigated farming along Snake River has brought a limited ranching and farming population to the area.

Remnants of the trail are visible north of Highway 78 where the route ascends the bluff and in the Castle Creek area. Both segments have been marked.

Henry M. Judson - September 4, 1862. *About 12 o'clk we reach Castle Creek so called from some singular looking rocks having the appearance of old dilapidated castles and other ruins - soon Capt K's [Kennedy] train arrives and Corrals near us - After remaining an hour & a half we are ordered to hitch up & drive on a mile or so for better grass...we comply & find grass higher than our heads & just abreast of the Castle rock - on the other side of the corral runs the creek a small crooked stream.... **5 Sep 62** I should have men-tioned yesterday that it is said the Indians two years ago beseiged a party of 30 or 35 men on the very spot on which we were corralled & killed all but 3 after a 3 day fight - some report seeing nearly a whole skeleton on the ground - I myself saw a skull & probably could have found more by searching....*[74]



[redacted] *Riley Root - August 1, 1848.* *[Castle Butte] Between camp and Snake river, the little stream in which our camp is located passes through two crags of basaltic rock, much crumbled down by time. Rock, east of creek, shows marks of excessive volcanic violence. Volcanic cinders, rocks half melted, chimneys where smoke had issued, and in fact, every mark of Vulcan's blacksmith shop is here displayd.*[75]

[redacted] *Evan S. McComas - September 5, 1862.* *Started from Castle Creek, drove 7 m. to Burnt Rock Creek [Sinker Creek]. Here had no grass at all. Here we watered and rested our cattle and prospected for gold. Found from five to fifteen grains or colors of gold in each pan. Here we had to climb the worst hill on the Oregon road. Doubled teams and got up by four o'clock.*[76]

[redacted] *Rebecca Ketchum - August 27, 1853.* *We saw before we started that we had something of a hill to ascend, but did not begin to see what it was till we came round the corner of a high pile of rocks. Ca. and I got out to walk before we came where we could see the whole hill. Found a footpath cutting across, which we took. When we were pretty well up where we could look down the road, we saw Mrs. Dix toiling up. It looked so bad she did not like to ride. It was all the horses could do to draw the empty carriage. The other wagon they were obliged to unload before they could get up. We were an hour and a half getting up.*[77]

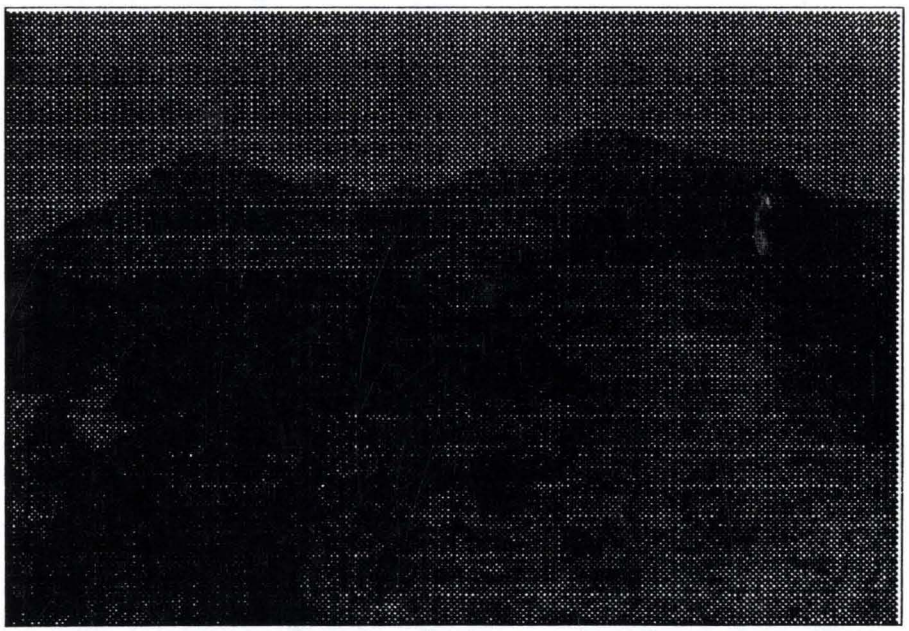
MAP 56

MAP 56

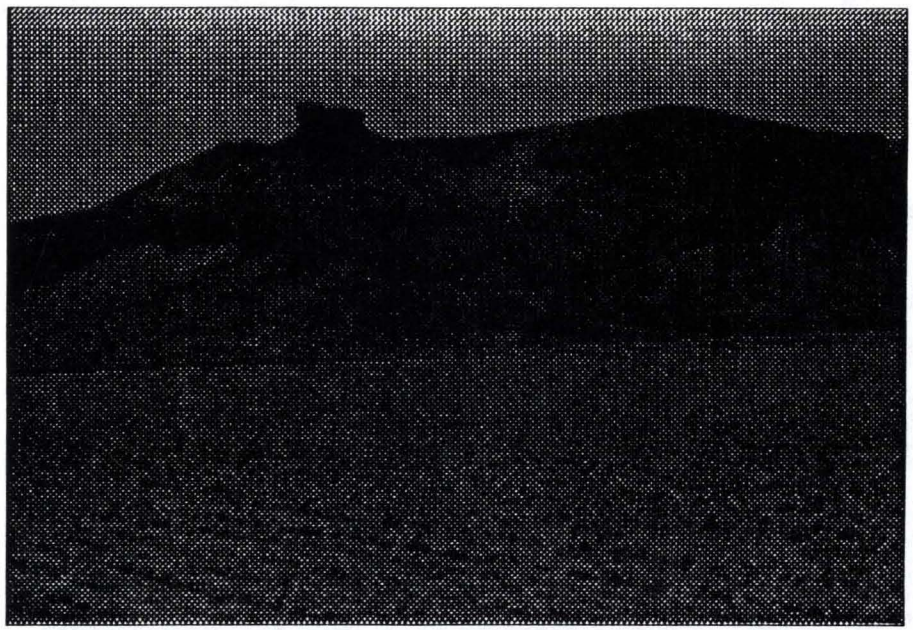
Gold discoveries in the Owyhee Mountains in 1863 brought ranchers and agricultural development to the area. Castle Butte, Wild Horse Butte, and Sinker Creek Butte were landmarks for emigrants. The Utter massacre site is located in the Henderson Flat vicinity near Castle Butte. The encounter of the Elijah Utter party of 44 emigrants with hostile Indians on September 9, 1860, has evolved into the major documented tragedy inflicted by Indians upon overland travelers. (The name Utter is used to correct an earlier error in spelling. Recent research by Don Shannon indicates the name Utter, not Otter, is the proper spelling. His findings will soon be published in a book on Snake Country Massacres.) This incident is also one of the rare occasions when Indians not only attempted but sustained a prolonged assault on encircled emigrant wagons. During the siege, several of the party managed to escape, but they ultimately faced further deaths and personal hardships before being rescued by a military expedition along the banks of the Owyhee River some weeks following the attack. Since that time, confusion concerning the location of the site has existed. Some of the twelve survivors were able to give a general description, and subsequent military reports and contemporary newspaper accounts corroborate their recollections. All reports placed the site somewhere below Salmon Falls, and that was the only undisputed description for some time. Recently found evidence now locates the site in the Henderson Flat vicinity.

Previous to their campsite near Castle Creek, Judson and his group were part of a large encampment of emigrants and military personnel on the Bruneau River. The groups intermingled freely, and it is most likely that the members of Judson's train heard about the 1860 event from the soldiers. In addition, the site not only yielded physical evidence just two years following the incident, but also fits the description of the area given by the survivors.

The South Alternate segment near Wild Horse Butte is one of seven identified by the National Park Service in 1981 for its recreational and historic values. This cross-country segment concludes near the mouth of Rabbit Creek. Discontinuous remnants are in evidence for some miles. As the trail nears Sinker Creek, it diverges into two variant routes. The main route is the northern most of the variants. The southern variant developed to avoid the hard pull out of Sinker Creek. All remnants have been marked.



Castle Butte. (USGS, C.F. Bowen, 1911, No. 32)

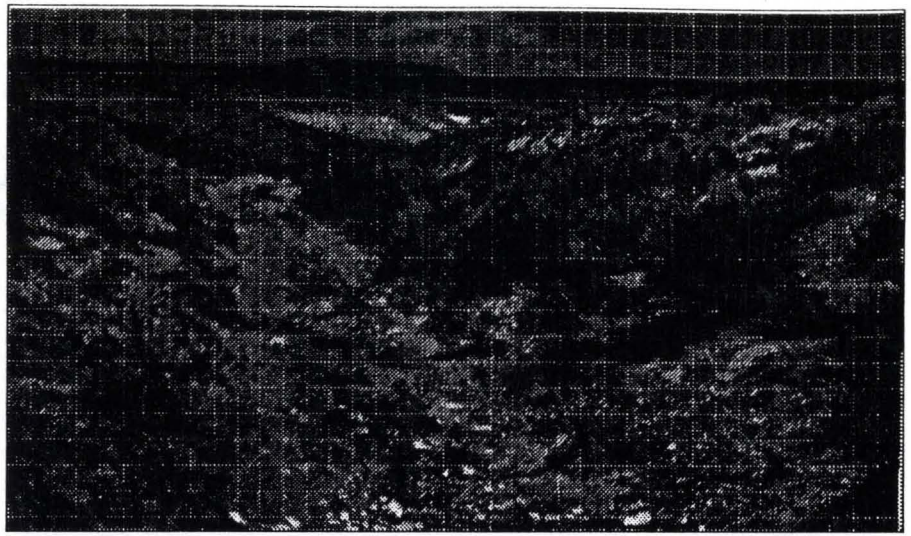


Castle Butte. (Larry R. Jones, Idaho State Historical Society, 1981)

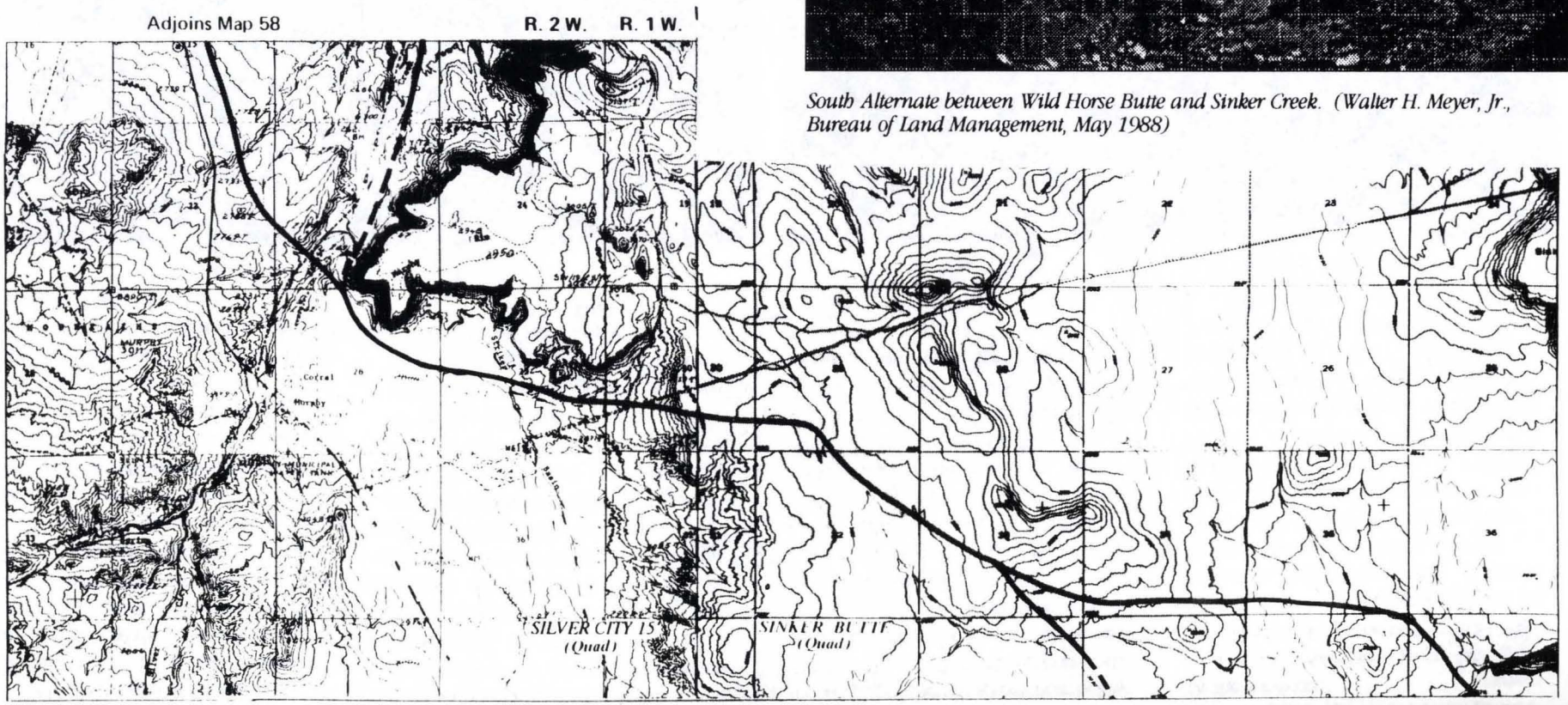
MAP 57

Ranching activities commenced with Owyhee gold and silver discoveries in 1863. Modern agricultural methods (mainly pumping irrigation water from the Snake River) has enabled some lands to be farmed. The Owyhee County Historical Society Museum at Murphy maintains some Oregon Trail information. Early ranching, mining, and farming activities are also interpreted. Rail service reached Murphy in 1909.

A southern Sinker Creek variant rejoins the main route, and excellent remnants can be found until the route nears Rabbit Creek. Two variant routes have been identified as the trail heads north along and paralleling Rabbit Creek to the Snake River. Trail remnants across public lands have been marked.



South Alternate between Wild Horse Butte and Sinker Creek. (Walter H. Meyer, Jr., Bureau of Land Management, May 1988)

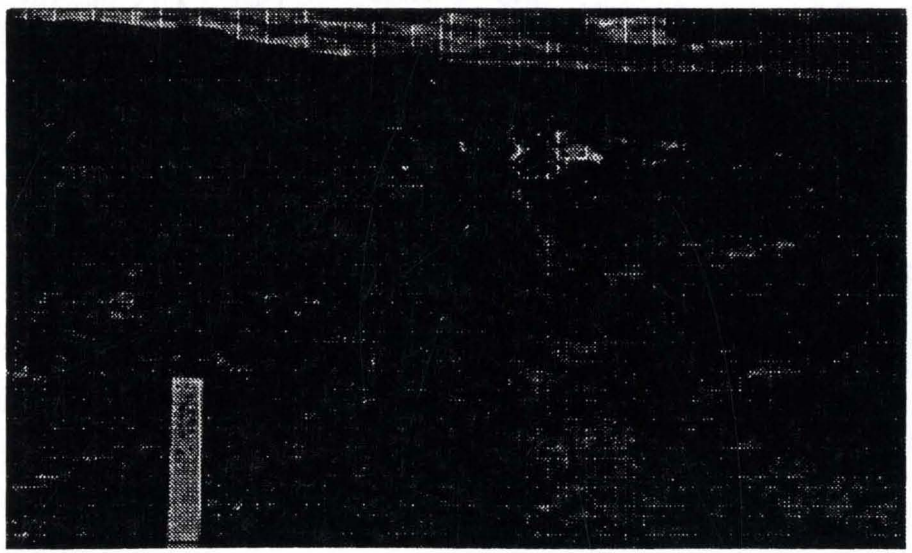


MAP 57

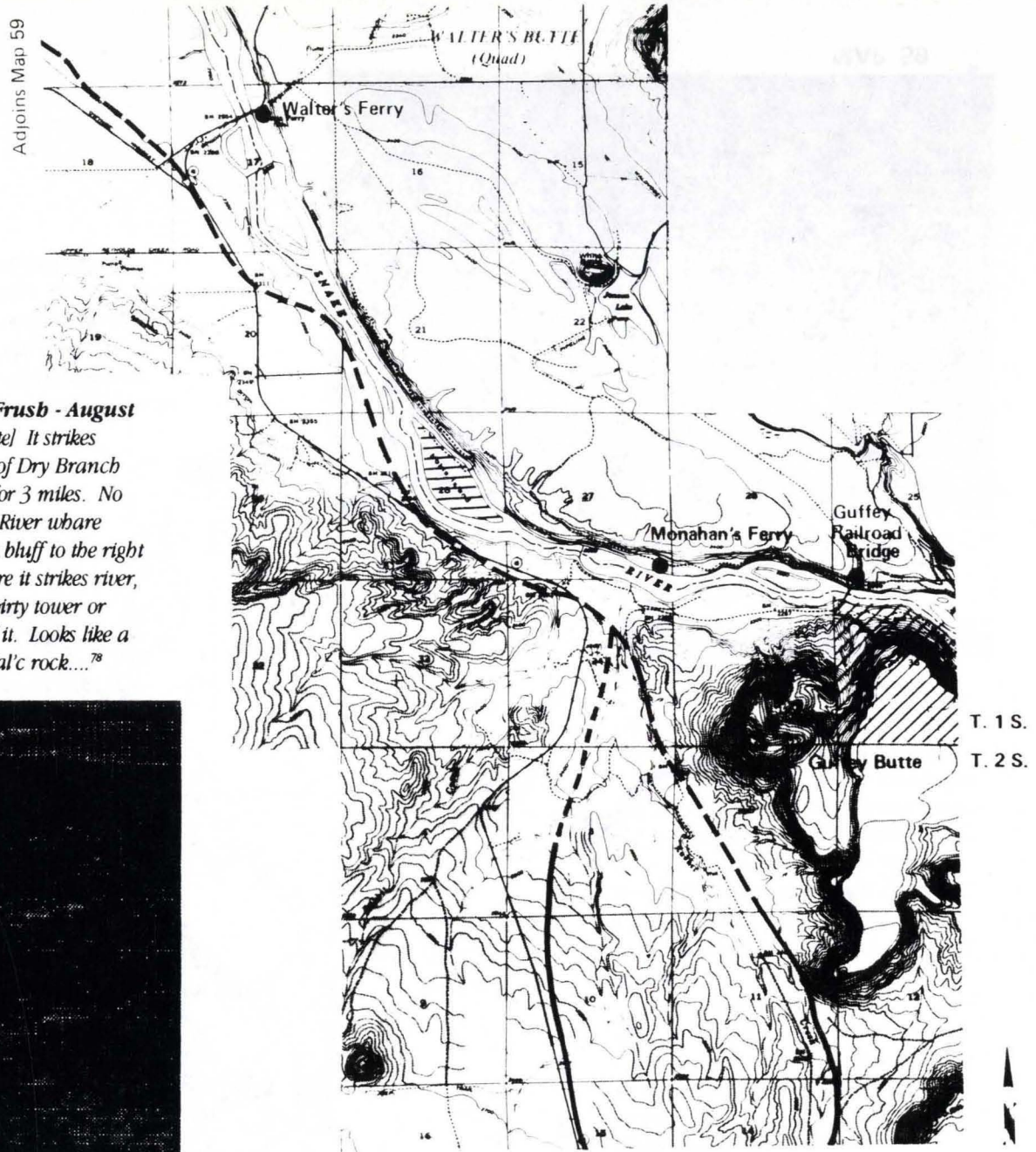
MAP 58

Walter's Ferry was established in 1863 and was the main crossing for traffic between Silver City and Boise. It was replaced by a highway bridge in 1921. Monahan's Ferry began operations in 1866 and ran until 1870. Subsequent ferry operations were carried on near the site until the 1920s. The Guffey railroad bridge reached completion in August 1897 and was the first bridge on this section of the Snake River. Its construction was considered a remarkable engineering achievement at the time. It is listed in the National Register of Historic Places. The area near the mouth of Rabbit Creek was a favorite emigrant campground.

Remnants of two variants survive as the routes approach the Snake River. Remnants on public lands have been marked.



South Alternate east of Murphy. (Walter H. Meyer, Jr., Bureau of Land Management, 1988)



William H. Frush - August 12, 1850. *[Guffey Butte] It strikes Snake River at mouth of Dry Branch after coming down it for 3 miles. No bluffs on south side of River whare road strike. Thare is a bluff to the right of the road below whare it strikes river, 1/2 mile, with a vary pirty tower or chimney by the side of it. Looks like a monument of Black Val'c rock....*[78]

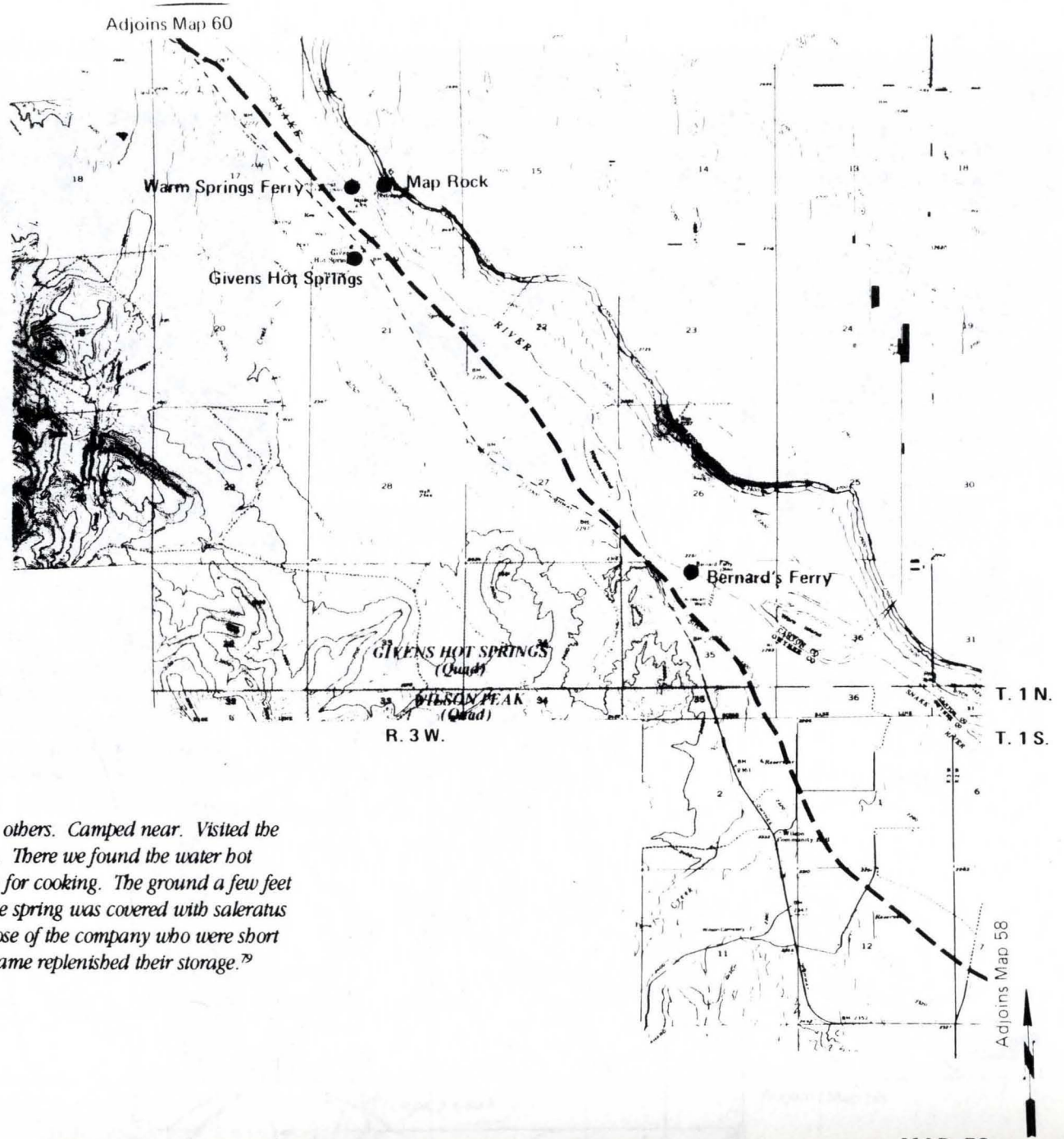
MAP 58

MAP 59

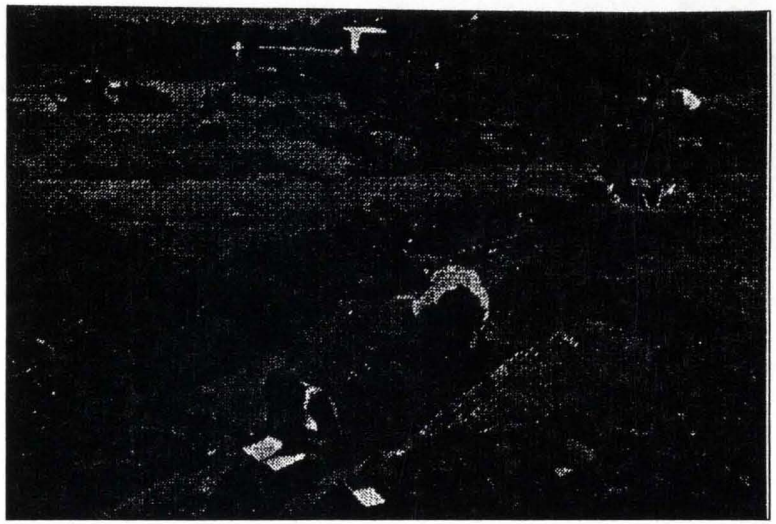
In January 1884, J. C. Bernard began operating a ferry in conjunction with the completion of his road between Silver City and Caldwell. He erected a barn and hotel to service the stage and freight lines that used the road and ferry. The venture proved profitable until completion of the Walter's Ferry bridge in 1921. The barn and site are listed in the National Register of Historic Places. The Warm Springs ferry was built in 1885 by George Dunning. The ferry was moved downstream about a mile by J. A. Walker in 1906. It, too, was replaced by the Walter's Ferry bridge.

With house pits 4,500 years old, Givens Hot Springs has a substantial prehistory. The Givens Hot Springs were developed in 1881 by the Milford Givens family, and a descendant of the founders is currently running this popular hot water resort.

The route of the trail closely parallels Highway 78, but all evidence has been obliterated by various modern developments.



Lucia Loraine Williams - July 28, 1851. *Came to the Hot Springs. There was a little stream or drain running across the road about one-half mile from the spring. It was such a beautiful water that several of our company alighted to drink but on a near approach they were satisfied with jerking their hands away. Some complained of burning their lips and those that were at first deceived tried in vain to deceive others. Camped near. Visited the springs. There we found the water hot enough for cooking. The ground a few feet from the spring was covered with saleratus and those of the company who were short of the same replenished their storage.*[79]



Idaho State Historical Society archaeological excavations under way at Givens Hot Springs. (Walter H. Meyer, Jr., Bureau of Land Management)

MAP 60

French John Carrey Ferry (Henderson Ferry) was constructed in 1870 to transport travelers on Carrey's newly opened Boise-to-Jordan Valley road. Robert Henderson acquired the ferry in 1881. He later moved the operation downriver. By 1906, it became known as the Nampa or McKenzie Ferry, after being moved back to the original site. It remained in operation until bridges were built across the Snake River after 1920.

The route continues to head in a northerly direction and is located between Highway 78 and the Snake River. A short segment of excellent remnants is still extant on the bluff just west of Dilley Island and has been marked.

MAP 60

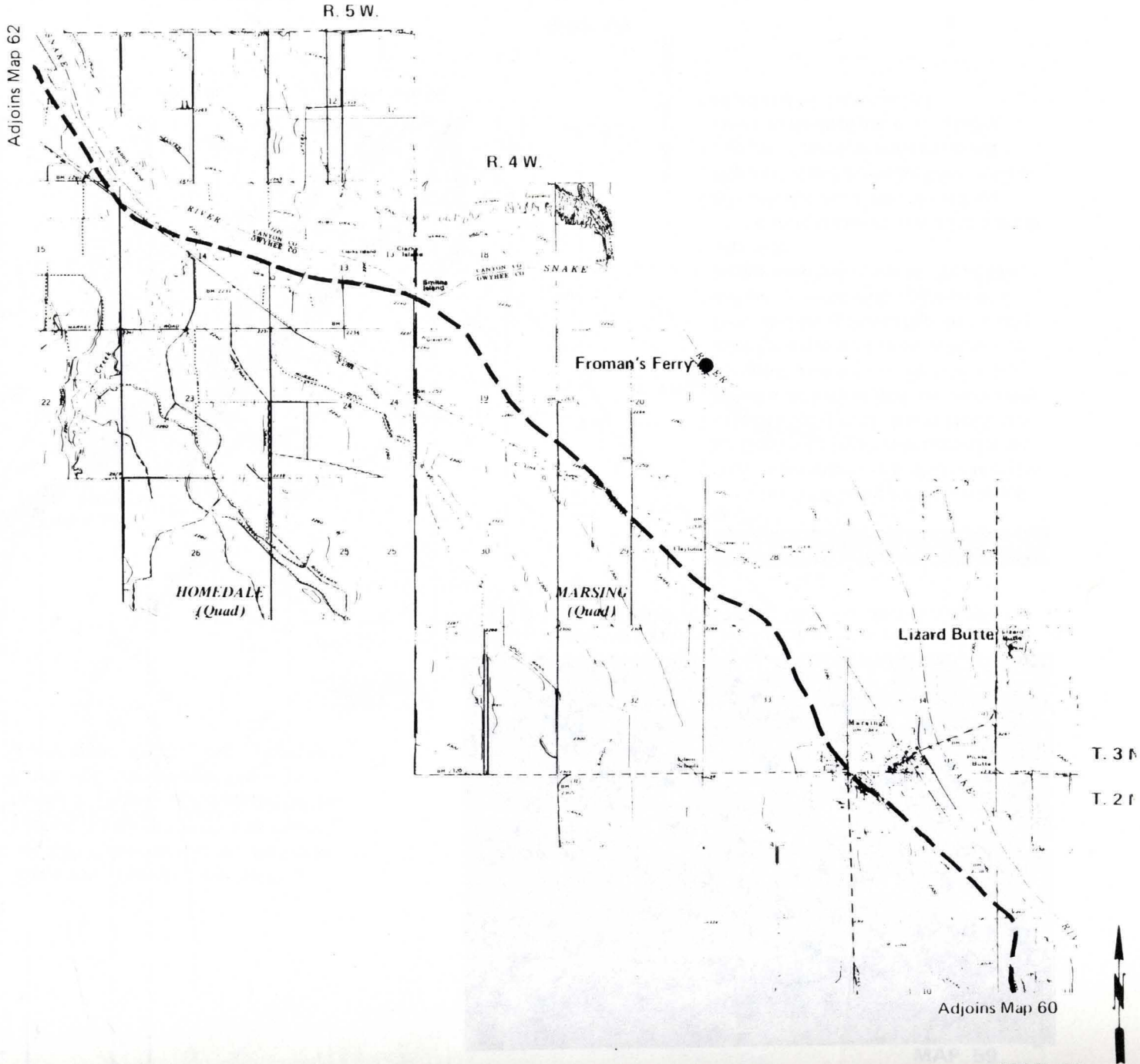
MAP 61

With early 20th century irrigation projects and the arrival of rail service, Marsing emerged along the western banks of the Snake River. Froman's Ferry was built in 1888 by George Froman. Jim Wright and Jesse Harmon bought the property in 1890. In 1892, James R. Billingsby purchased the ferry and ran it until the completion of the Marsing Bridge in 1921.

The route continues to follow the west bank of the Snake River, but surface evidence has been destroyed by agricultural and townsite development.

The trail continues to follow the west bank of the Snake River to the Oregon state line. Surface evidence of the route has been destroyed by agricultural and townsite development. Emigrants following the South Alternate found themselves on the west bank of the Snake River opposite Fort Boise when they joined the route of the travelers who had crossed at Three Island Crossing.

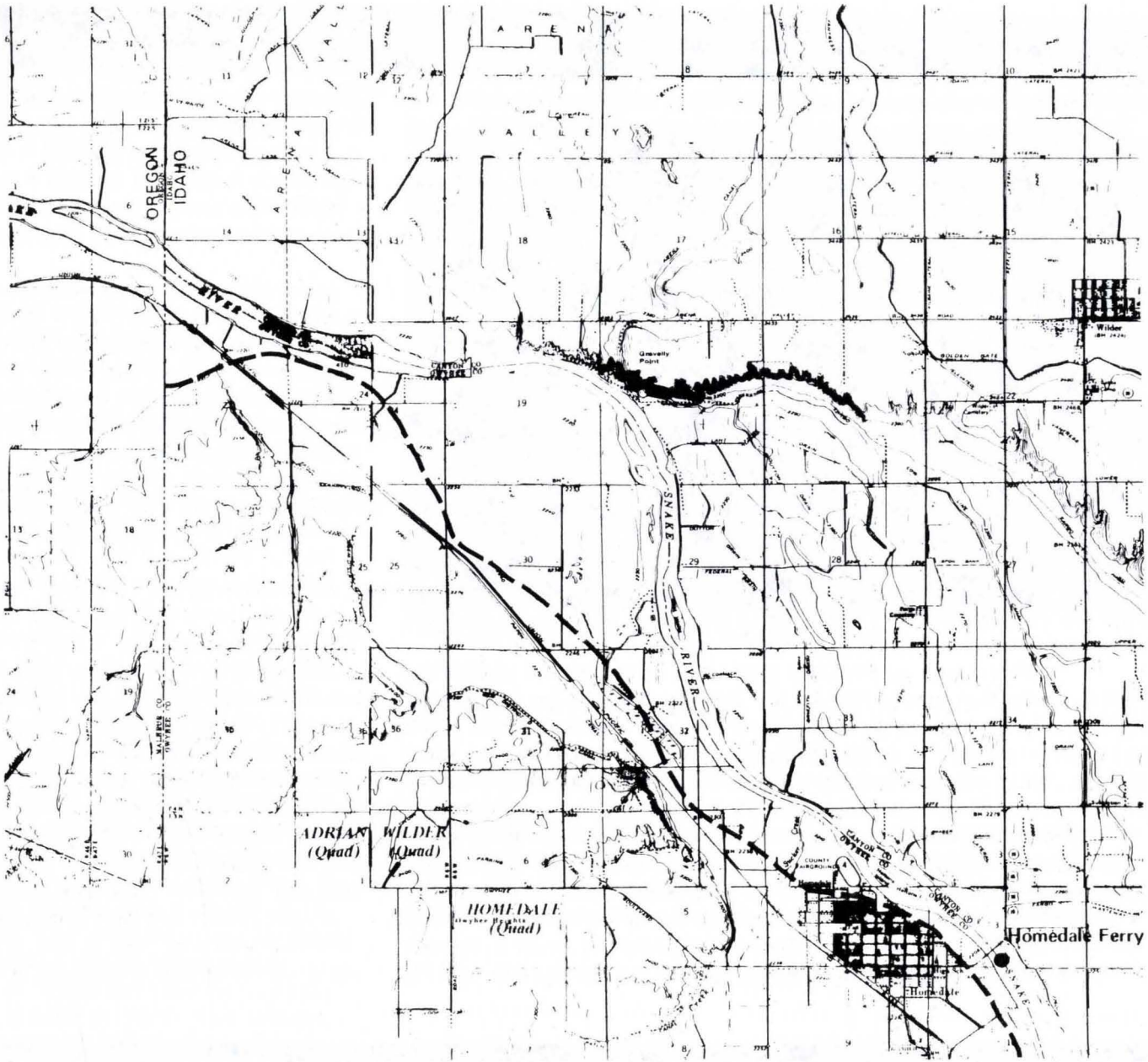
Medorem Crawford - September 3, 1842. *Crossed over Snake river in a Canoe to the Fort which stands on the north side of the river procured some provisions.... Fort B. is a new Establishment. It has been a short time in operation but is not yet completed. We saw but one white man who was French.... At the Fort we tasted musk mellon but of a very indifferent quality. They raise corn & a few other vegetables in quantities. From the fort we saw a large smoke at a distance supposed to proceed from a volcanik mountain.*[81]



MAP 62

Homedale grew up with early 20th century irrigation projects and became Owyhee County's major urban center. Rail service reached Homedale about 1913. The Mussel Ferry (Homedale Ferry) was built in 1898. In 1909, a group of local citizens purchased the property and ran the ferry until a bridge was built near the site in 1920.

[redacted] ***Abigail Jane Scott - August 21, 1852.*** *We came three miles which brought us opposite Fort Boise As this fort is on the other side of the river I did not get a very good view of it, but was informed that it has much the appearance of Fort Hall, but it is even a poorer concern. It was built by the Hidson's Bay company, and was intended, more for recruiting, or intermediate post than as a trading point. It is now abandoned by that company in the possession of traders. They however had nothing for sale except sugar and tobacco.*[801]



MAP 62

CALIFORNIA GOLD-SEEKERS



California gold discoveries early in 1848 brought dramatic changes in the emigrant wagon traffic that headed west in 1849. Thousands of wagons, enough to make a closely spaced train 60 miles long, created havoc at ferries, crossings, and other potential bottlenecks. Fortunately, they were strung out for far more than 60 miles. A premium was placed upon speed. New roads and cutoffs, some of which reduced neither distance nor time, came into use. A vast increase in vehicular traffic and in oxen, horses, and mules had a severe impact upon natural resources in a fairly broad zone surrounding any heavily traveled route. Greatly increased business opportunities attracted suppliers to strategic points where emigrant markets could be developed. Commercial passenger trains of mule wagons came into service for several seasons, although these enterprises generally did not enjoy any conspicuous success. Compared with about 14,000 Pacific Coast settlers (2,700 in California) who had come west prior to 1849, more than 160,000 overlanders reached California alone.[82] Within eight years, Oregon and Utah also attracted large numbers, particularly after 1849. Altogether some 350,000 emigrants had come past South Pass by 1866.

In order to attain increased speed, prospective miners hastening to California sometimes preferred mules to oxen. (Horses had enough speed but could not stand up to a long trip.) Pack trains could move faster than wagon trains, and miners who left their families behind often could bring what they needed on pack mules. Pack trains could negotiate rough country characteristic of Hudspeth's Cutoff far more easily than wagon outfits could. Most efforts at haste accomplished fairly little for emigrants who reached California in 1849, since they needed to have come two years earlier if they were going to participate in a gold rush to any of a substantial number of new mining districts. Whether they finally gained very much or not, enough expectant gold-seekers dashed to California to create a national epic otherwise unmatched in United States history.

Oregon and other Pacific Coast areas also profited from California's expansion from 1849 on. Subsequent years brought a still greater volume of emigrant wagon traffic, which, with some miners returning home after a season or two, came to operate more in both directions. After California became a state in 1850, and Oregon followed nine years later, heavy freight and stage traffic (often over new routes) brought new activity along emigrant roads that developed into highways with stations to serve travelers who came by more often than once a year.

From the day that Hudspeth's group opened their new 110-mile route, most of the traffic to California, and some of the Oregon traffic as well, followed the cutoff. Elijah Farnham, who took the new trail only the day after Hudspeth's party had opened it, noted that it already had carried traffic enough "so it looks like an old road of a great deal of travel."[83] General P. F. Smith, who recommended, October 7, 1849, against establishing a permanent United States military post at Fort Hall, noted that most of the emigrant traffic (which such a fort was intended to protect) already was using Hudspeth's Cutoff instead. For several years, Hudspeth's route served, for practical purposes, as the main California Trail for the northern traffic. Oregon-bound emigrants who used the southern Applegate route also tended to take Hudspeth's trail. Whether or not it was much of a cutoff, measured in time or in energy, Hudspeth's route at least gained general acceptance. But after emigrant roads fell into disuse, modern highways followed very little of Hudspeth's route. On that account, a trip over present-day roads that generally approximate the whole cutoff runs about 125 miles in length.

Because most forty-niners were in a hurry, they tended to travel faster than earlier parties but still utilized popular camping sites. Many forty-niners also made use of the trading posts founded by earlier travelers, and they maintained good trade relations with the Indians.[84] Some who found wagons too slow traded for pack horses at Fort Bridger or Fort Hall.

Nelson Wheeler Whipple in 1850 made note of the litter being left behind by many emigrants. Some articles, no doubt, remained from the previous year.

> *The distribution of property on the plains this year was immense in consequence of the much sickness and so many starting out who did not know anything about what they needed on such a trip or how long they could get along best. I am speaking of the Gentiles. Wagons, chairs, beds, shirts, quilts, pants, tools of every description, kegs barrels etc. were strewn along in great abundance. I saw twelve rifle barrels in one place that had been broken and beat and the stocks knocked off to prevent the Mormons from being benefited by them.*[85]

Although often ill prepared for the rigors of the journey and sometimes ridiculed by the more serious-minded emigrants for their haste and waste, the forty-niners nevertheless had a tremendous impact on later emigration movements to the West Coast. They had an unusual adventure on their way to California. Between running into deep mid-July snowdrifts blocking their route near South Pass and crossing deserts unlike anything they had encountered before, they had a variety of experience they had not entirely anticipated. After 1849, heavy traffic made their California Trail into a great national highway.

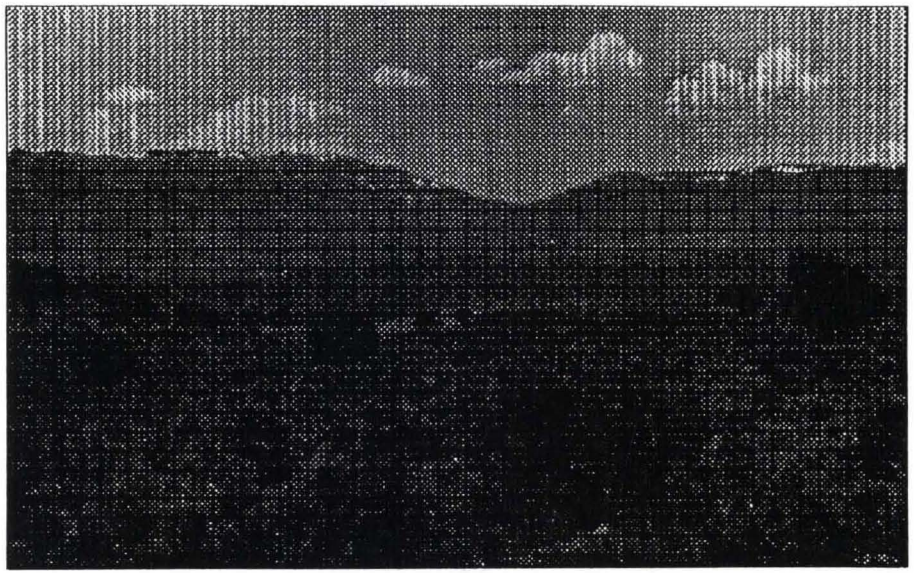
CALIFORNIA NATIONAL HISTORIC TRAIL

Separation of Trails to Granite Pass Maps 63 - 70

Many of the California-bound emigrants shared the route with the Oregon-bound emigrants until they reached the Raft River Crossing. At this point, the California-bound emigrants separated and followed the Raft River Valley toward Granite Pass. Along this route, the City of Rocks were a much noted and popular landmark and camping area.

The Granite Pass route had been used by Peter Skene Ogden's Hudson's Bay Company Snake Brigade in 1826 and was rediscovered by Joseph B. Chiles in 1842. In 1843, Chiles led a small group west to California. At Fort Laramie, they engaged Joseph R. Walker for $300 to act as a guide. At Fort Hall the party split up. Chiles and thirteen men were to go ahead to Fort Boise, the only place they could obtain supplies sufficient to get everyone through, and then head southwest looking for a northern route around California's Sierra Nevada range. Walker guided a group of 21 up Raft River and through Granite Pass. The plan had been for Chiles to send provisions to the latter group from California, but this connection was never made. Walker's faction were forced to abandon their wagons just short of their goal, but they did manage to make it around the Sierra range through Walker's Pass on December 3, 1843.

The following year, Elisha Stevens and his party accomplished what the two previous California expeditions had deemed feasible but were unable to achieve; they took wagons all the way to California. Stevens' party, in addition, managed to open Sublette's Cutoff to wagon traffic and pioneered a route through Donner Pass. Until the opening of Hudspeth's Cutoff in 1849, the majority of California-bound emigrants followed the Oregon Trail to Raft River. They then headed southwest up the river, through Granite Pass into Nevada, and on to California through Donner Pass or (in 1848) Chiles' superior Carson route. After 1843 until 1848, the majority of the California-bound emigrants followed this route. When additional routes were opened after 1848, the Raft River route continued to attract a sizeable percentage of the California-bound emigrants. In 1992, Public Law 102-328 established the California National Historic Trail to identify and protect all routes and cutoffs of the California Trail. The development of a comprehensive management plan has been assigned as a Department of the Interior responsibility.



Granite Pass. (Larry R. Jones, Idaho State Historical Society)

LEGEND

- Emigrant Trail (Visible)
- Emigrant Trail (Possible Route, not visible)
- Historic Site or Landmark
- Public Lands Administered by BLM
- State of Idaho Lands
- U.S. Forest Service
- Other Federal Lands

Scale: 1 Inch to 1 Mile

Please Respect Private Property Rights

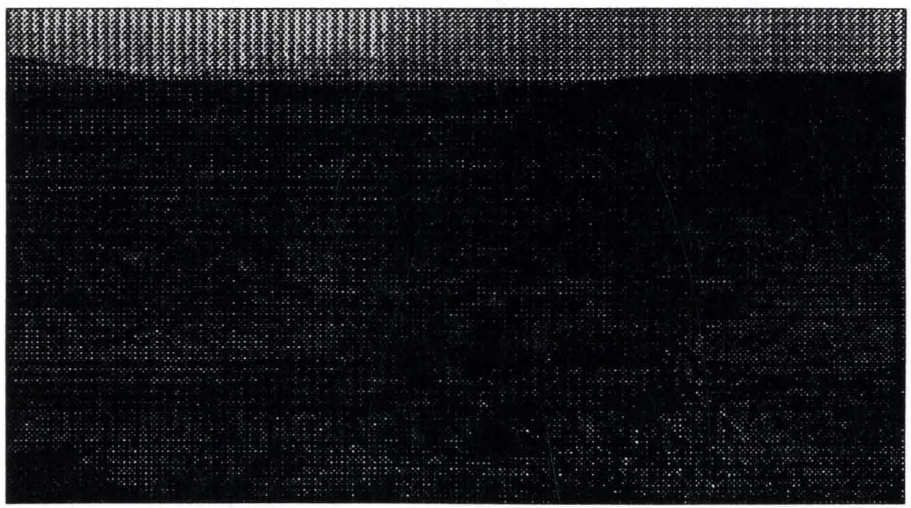
MAP 63

Modern irrigation methods have caused some of this formerly arid desert land to be converted into farms. The junction of the Oregon Trail and California Trail is located in Section 12, T10S, R27E. Here emigrants faced the choice of continuing on to Oregon or turning south to California. Wheeled-vehicle traffic to California first used the route in 1843. Remnants of both trails are still visible at the junction.

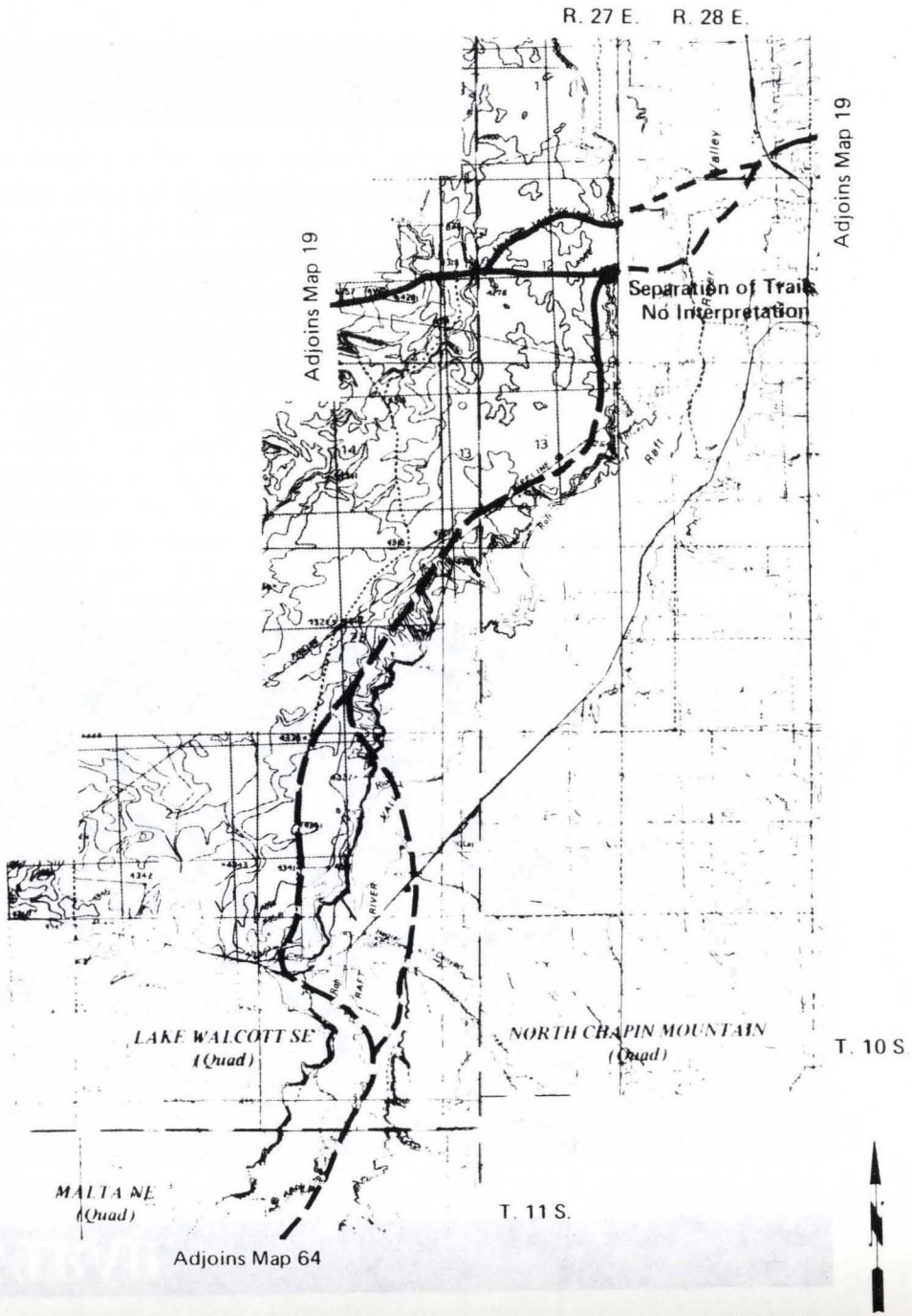
Henry Tappan - July 23, 1849. *At noon crossed Ford Creek & at night reached Raft River & encamped. Grass good. At this point the two trails diverge for California & Oregon. We met here quite a train taking the Oregon Trail, mostly families.*[86]

Margaret A. Frink - July 15, 1850. *...and in eight miles came to Raft River, a small stream that flowed from the mountains on our left. Here the roads fork again, the right-hand one turning off northwesterly towards Oregon, while we took the left-hand one, going southwesterly towards California, leaving Snake River, and traveling up Raft River....*[87]

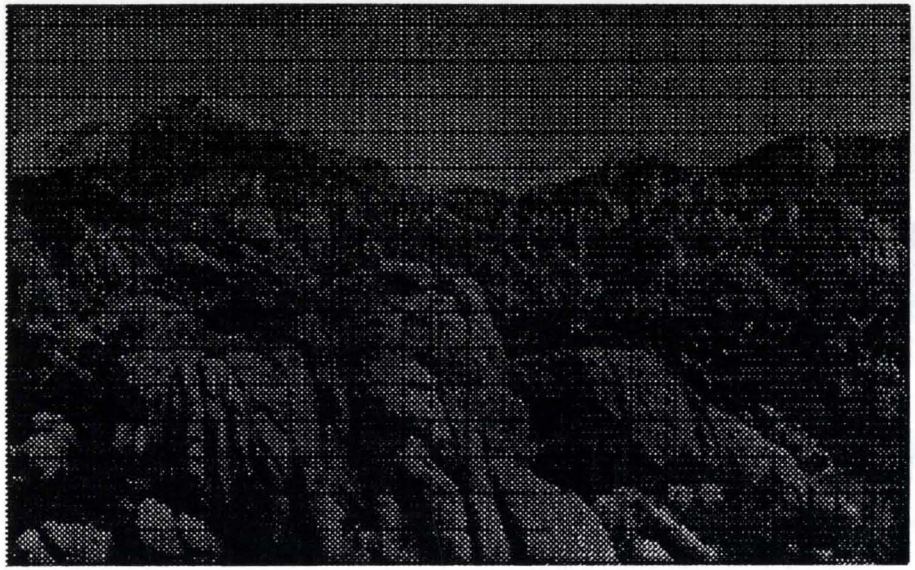
Visible remnants across public lands have been marked by the BLM. Trails West, Inc. has marked the route of the California Trail from the junction to Lassen's Meadows (Rye Patch Reservoir) on the Humboldt River in Nevada. They have installed 67 markers along this route. A description of the trail and location of the markers can be found in *Emigrant Trails West,* compiled by Devere and Helen Helfrich and Thomas H. Hunt (Klamath Falls, Oregon: Craft Printers, Inc., 1984).



Raft River Valley. (Peter M. Laudeman, Bureau of Land Management, 1989)



MAP 63

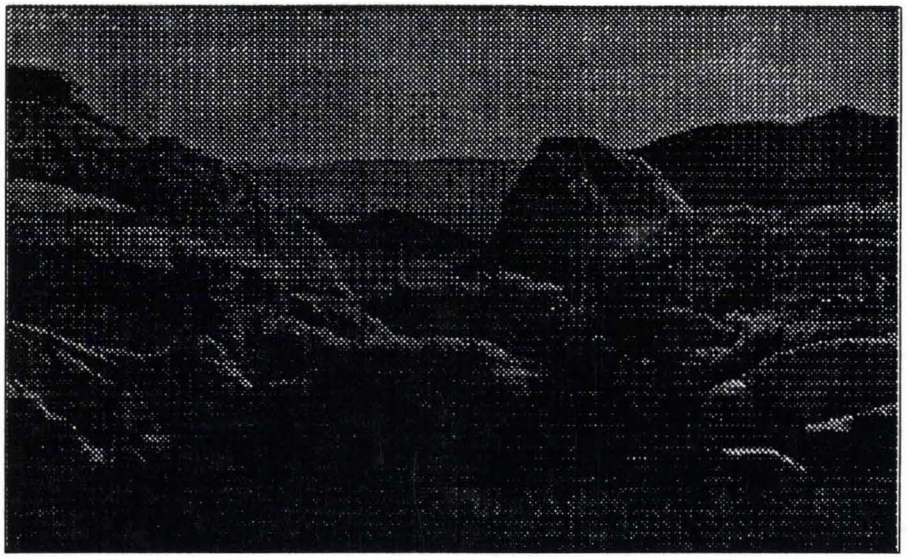


City of Rocks just south of Upper Raft River Valley, several days' travel from the Separation of Trails. (Larry R. Jones, Idaho State Historical Society)

MAP 64

Deep-well irrigation has transformed former rangeland into cultivated farms. The construction of Interstate 84 has also contributed to the demise of visible traces.

MAP 64



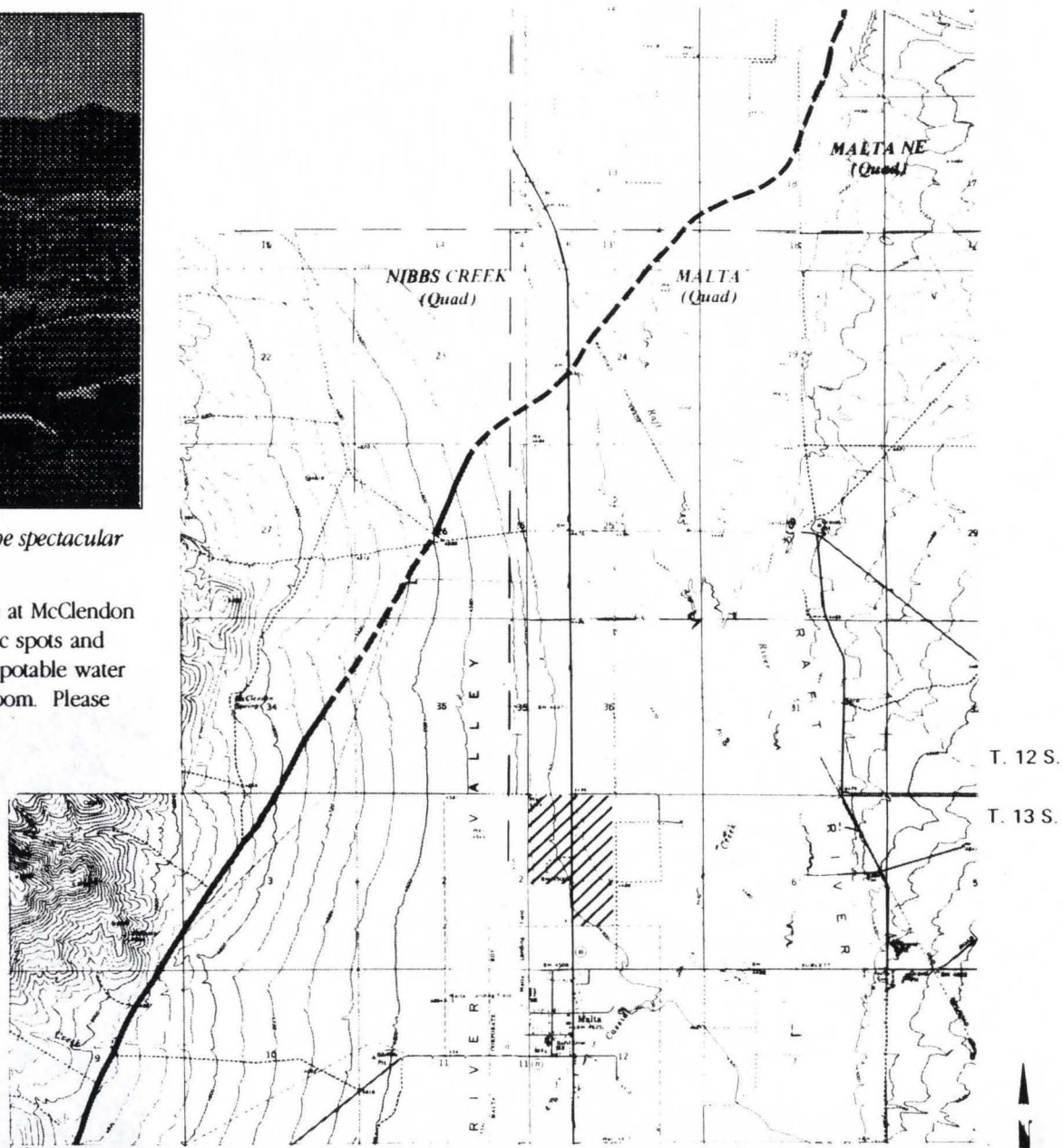
Emigrants jouneyed up the featureless Raft River Valley before reaching the spectacular City of Rocks. (Larry R. Jones, Idaho State Historical Society)

MAP 65

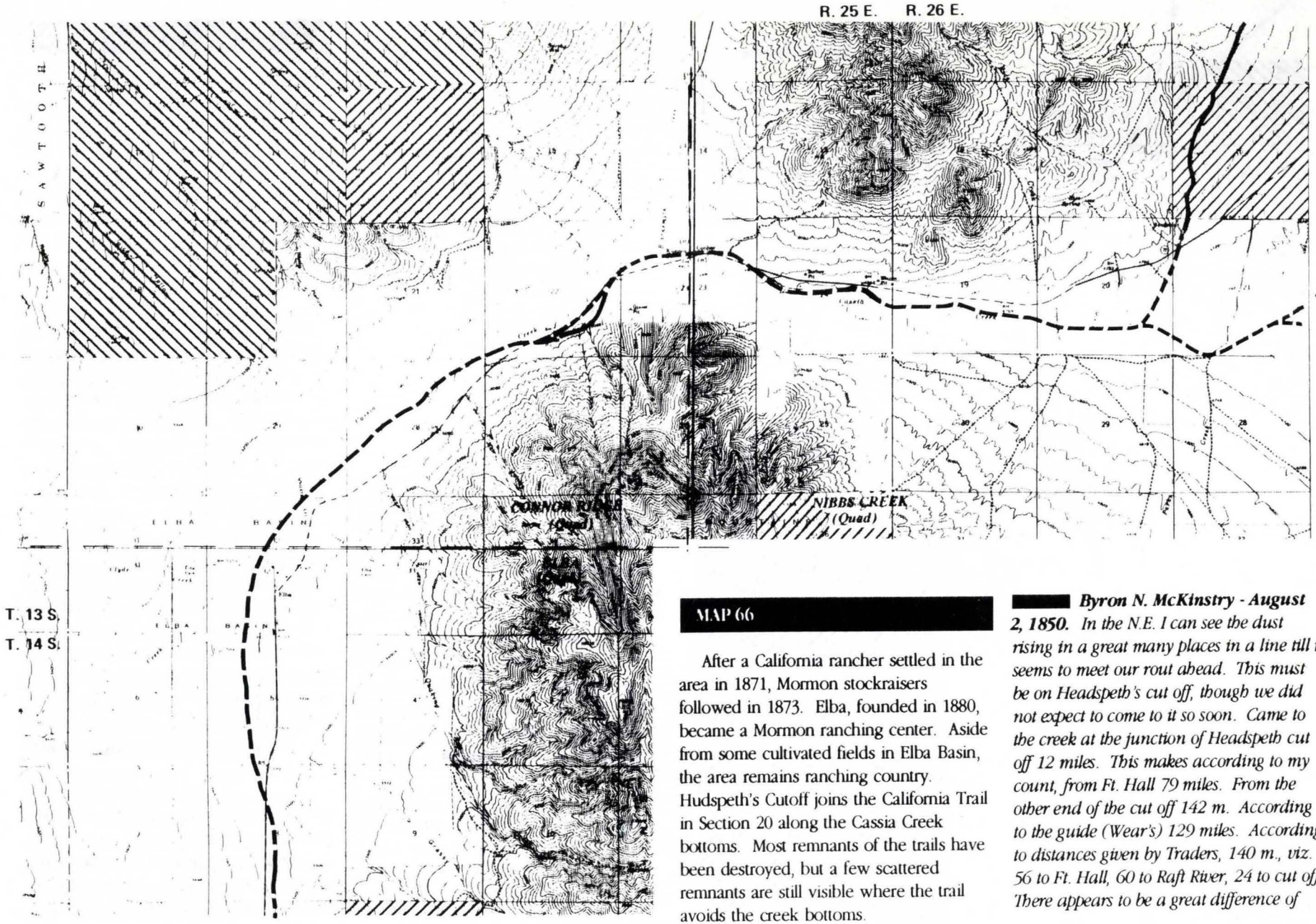
The trail continues in a southwesterly direction across rangeland and irrigated fields.

James A. Pritchard - July 6, 1849. *Our course was still up raft river, and we crossed it the last time at 4 P M. We continued some 4 ms & found a splendid spring [McClendon Spring] that burst out from the base of the Mts, where we found fine grass skirting the margin of the spring branch which sunk in about 400 yards. The Grass was to my waist and of an excelent quality. It was one mile to the right of the road and had not been discovered by any previous Emegrants. This was truly an Oasis in the dessert.*[88]

The BLM recreation site at McClendon Spring contains three picnic spots and one campsite. There is no potable water and only a primitive rest room. Please carry out trash.



MAP 65



MAP 66

After a California rancher settled in the area in 1871, Mormon stockraisers followed in 1873. Elba, founded in 1880, became a Mormon ranching center. Aside from some cultivated fields in Elba Basin, the area remains ranching country. Hudspeth's Cutoff joins the California Trail in Section 20 along the Cassia Creek bottoms. Most remnants of the trails have been destroyed, but a few scattered remnants are still visible where the trail avoids the creek bottoms.

Byron N. McKinstry - August 2, 1850. *In the N.E. I can see the dust rising in a great many places in a line till it seems to meet our rout ahead. This must be on Headspeth's cut off, though we did not expect to come to it so soon. Came to the creek at the junction of Headspeth cut off 12 miles. This makes according to my count, from Ft. Hall 79 miles. From the other end of the cut off 142 m. According to the guide (Wear's) 129 miles. According to distances given by Traders, 140 m., viz. 56 to Ft. Hall, 60 to Raft River, 24 to cut off. There appears to be a great difference of*

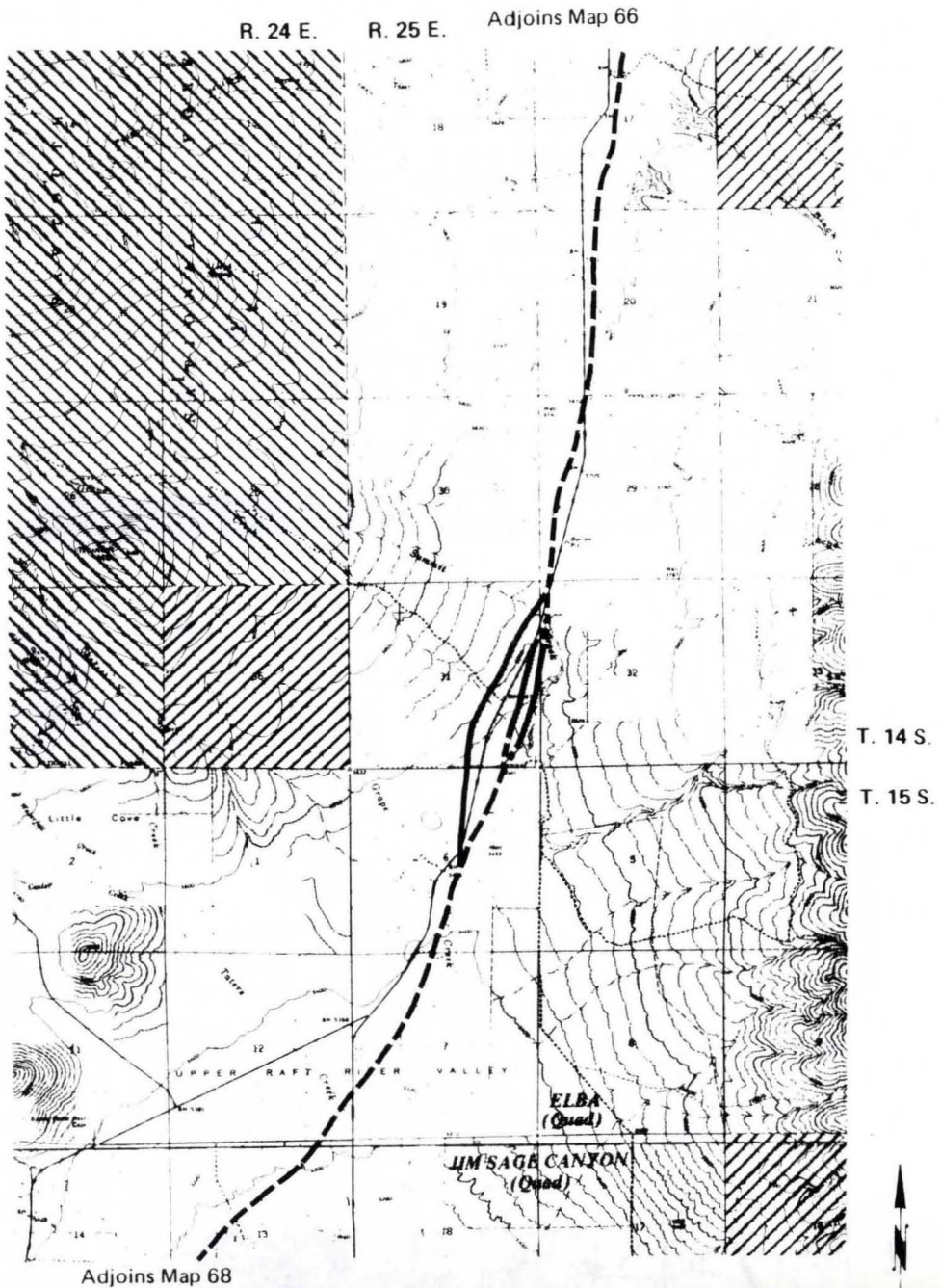
opinion in regard to the merits of the two routs. On the whole I think the Cutoff to be some the nearest and about as good grass but worse mountains. It appears that most have made the time quicker on the Cut off than by Ft. Hall.... We can still see snowy Mts. on both sides of us. The grass appears shorter since the roads have come together.[89]

Elisha Douglass Perkins - August 14, 1849. *We had been told and had seen notes and cards stating the same thing that it was 100 miles to the Humboldt River from the commencement of this cut off [Hudspeth]. As we had travelled that distance on it we were in hopes today to see that famous river and camp on its banks tonight.... Judge our disappointment and heartsinking to learn after a hard morning's travelling on reaching 'the row of trees' that we were on the head of Raft River, and that it was 130 miles yet to the Humboldt!... It took us sometime to reconcile ourselves to being thus 'set back' in our calculations and we began to believe that this is indeed a long road and almost endless...camped...directly opposite where the Fort Hall road coming down the hill unites with the cut-off.*[90]

MAP 67

The trail continues south paralleling a paved highway through Upper Raft River Valley ranching land. Discontinuous remnants are visible in sections 20, 31, and 6.

Wakeman Bryarly - July 19, 1849. *With charming spirits we renewed our journey this morning. The road still continued between the two mountains for 4 miles, when we emerged into an open plain which was a marshy valley.... The road here runs south. Across the other side of the valley which we passed, we distinctly saw the dust arising as from a road. This excited our curiosity very much to know where this road could come from. From some emigrants recruiting at Swamp Creek we learned it was the road from Salt Lake.*[91]

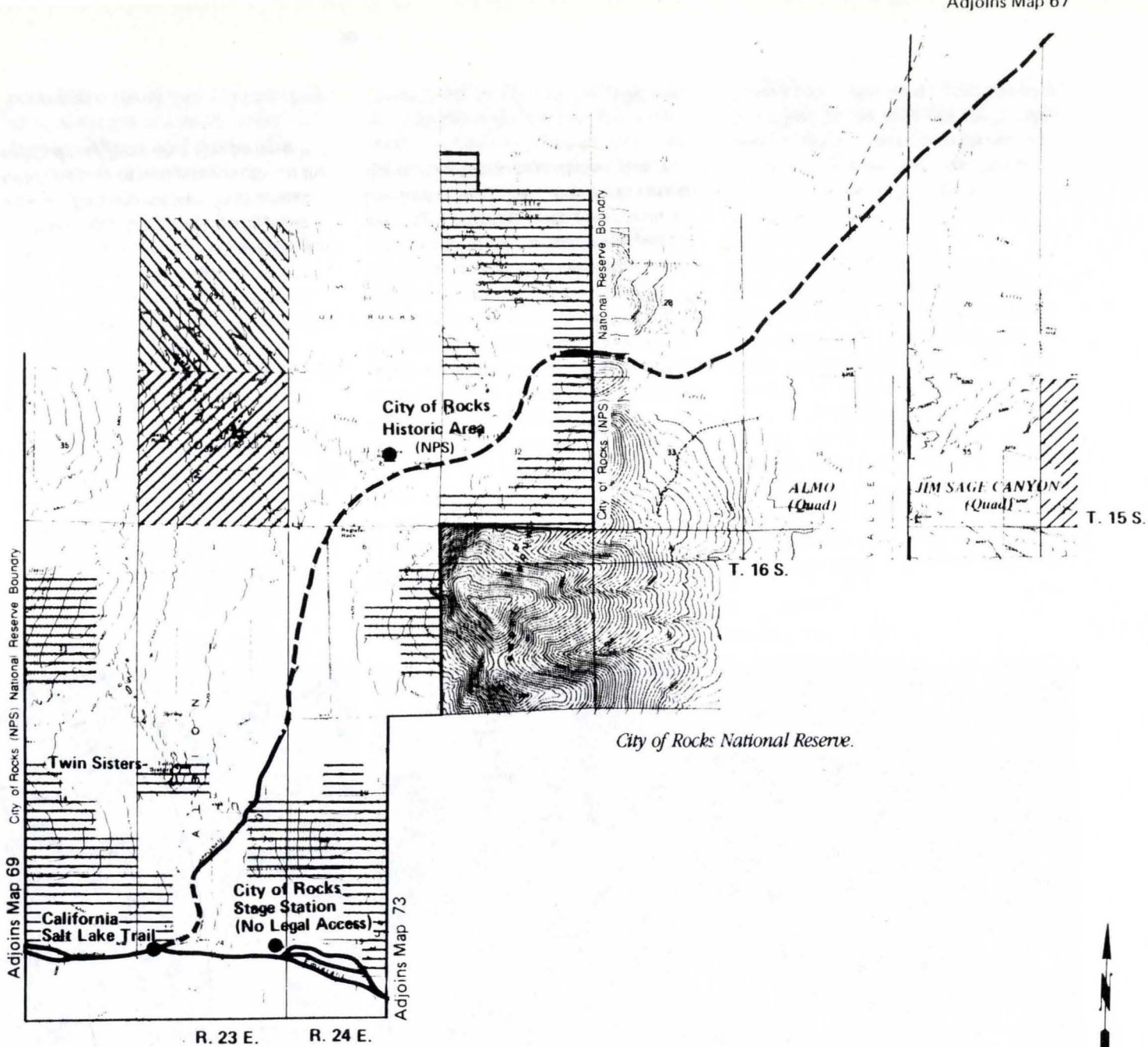


MAP 67

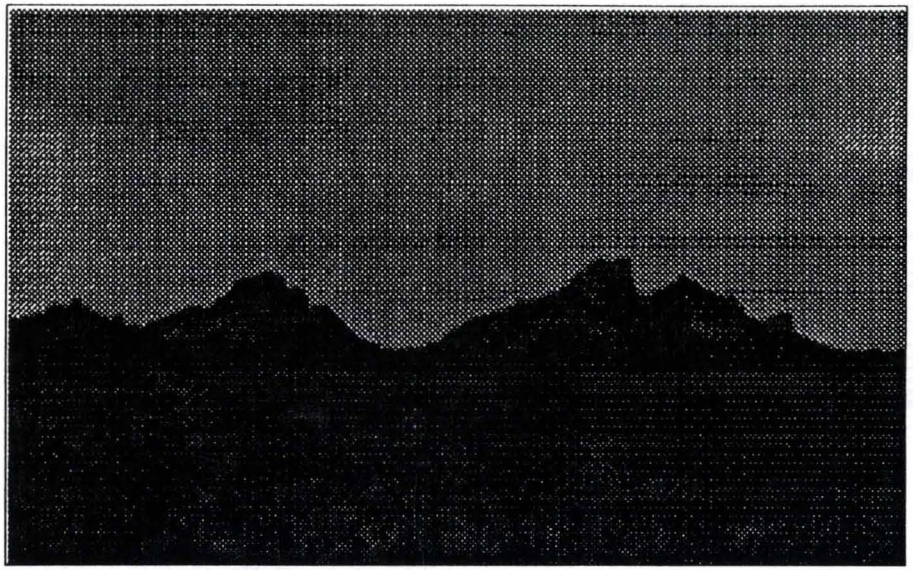
MAP 68

The trail passes through the Mormon-settled town of Almo before turning west and entering the City of Rocks. The Salt Lake Alternate joins with the main trail in Section 24, T16S, R23E. Beginning in 1869, the Kelton Road followed the route of the Salt Lake Alternate, and remnants of the City of Rocks stage station are still visible in Section 24. City of Rocks was a major point of interest for emigrants, as was Twin Sisters for those who came by Salt Lake. This National Historic Landmark takes in a large area, including several sets of exceptional emigrant road remnants. Portions of the trails in Pinnacle Pass and Emigrant Canyon present a fine testament to the many wagons that traversed through the area. On November 18, 1988, President Ronald Reagan signed into law legislation creating a National Historic Reserve for the City of Rocks area. The National Park Service is currently preparing a management plan, and the area will receive protection of the resources and national recognition.

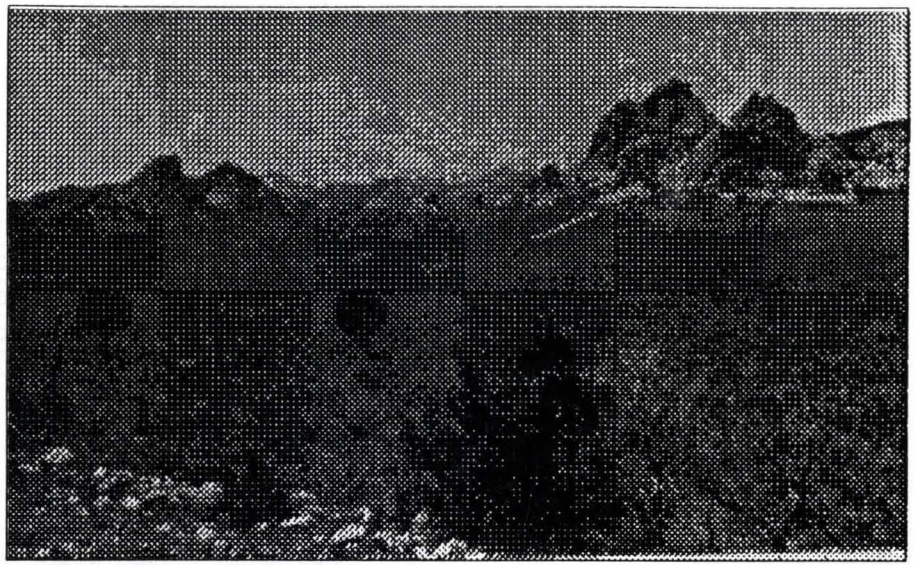
Wakeman Bryarly - July 19, 1849.
The road lies between high & immense rocky mountains, with not a particle of herbage or vegetation upon them, but being white & smooth upon their surface. Just opposite to where we encamped was one which struck us as particularly curious. It was a perfect face upon the highest cliff around.... The road continued between these & around these rocky piles but the road itself was good. You can imagine among these massive piles, church



MAP 68



City of Rocks looking southwest along the California Trail toward Pinnacle Pass. (Larry R. Jones, Idaho State Historical Society, May 1984)



City of Rocks. (Larry R. Jones, Idaho State Historical Society, 1986)

domes, spires, pyramids, &c., & in fact, with a little fancying you can see [anything] from the Capitol at Washington to a lovely thatched cottage. Four miles brought us to the coming in of the Mormon Road. Half [a] mile before striking it we passed through a narrow pass of rock, just wide enough for the wagons, & which evidently has been made by some adventurers before us. Three miles farther we came to another valley.[92]

[redacted] ***Margaret A. Frink - July 17, 1850.*** *This morning we started early, at half past five o'clock, and nearly all day traveled over rough roads. During the forenoon we passed through a stone village composed of huge, isolated rocks of various and singular shapes, some resembling cottages, others steeples and domes. It is called 'City of Rocks,' but I think the name 'Pyramid City' more suitable. It is a sublime, strange, and wonderful scene - one of nature's most interesting works. The Salt Lake road, which turned off between Dry Sandy and Little Sandy, and which we passed on the twenty-sixth day of June, rejoins our road at this point. The altitude of Pyramid City is five thousand nine hundred seventy-five feet, being the highest point between the top of the Bear River Range and where the emigrant road crosses the Sierra Nevada. Eight miles from Pyramid City we recrossed, going south-west, the forty-second parallel of latitude, which we had crossed going north, on the eighth day of June, near Fort Laramie.*[93]

[redacted] ***Byron N. McKinstry - August 3, 1850.*** *There is a high snowy mountain in front and high hills on each side. Crossed the creek and left it on the right, and by an easy ascent reached a summit and as gradually descended to a valley of sage and sand sloping to the South East, the streams running toward the Salt Lake and either emptying into it or losing themselves in the plain. Considerable grass in strips where we nooned and we can see the Salt Lake Road to the South East. In the afternoon we crossed two divides. Passed some high isolated granate hills or peaks, many of them rising from a level plain an hundred or more feet. They are in curious shapes resembling spires, towers, forts, &c. One on the road is well covered with names and surrounded with a grassy field. Springs issuing from near the foot. To the right these hills form a mountain range with high peaks of the same kind. The granate is much decomposed, the earth mostly composed of the debris and at the foot of the peaks quite coarse. I think that some call these Chapel Rocks. They are at the junction of the Salt Lake & Ft. Hall roads. Among the granatic gravel I notice specks of istn-glass which some among us imagine to be gold.*[94]

Wakeman Bryarly - July 19, 1849. *Three Miles farther we came to another valley. Four miles across this we encamped under a mountain. We found here a pleasant stream of water, and good grass.*[95]

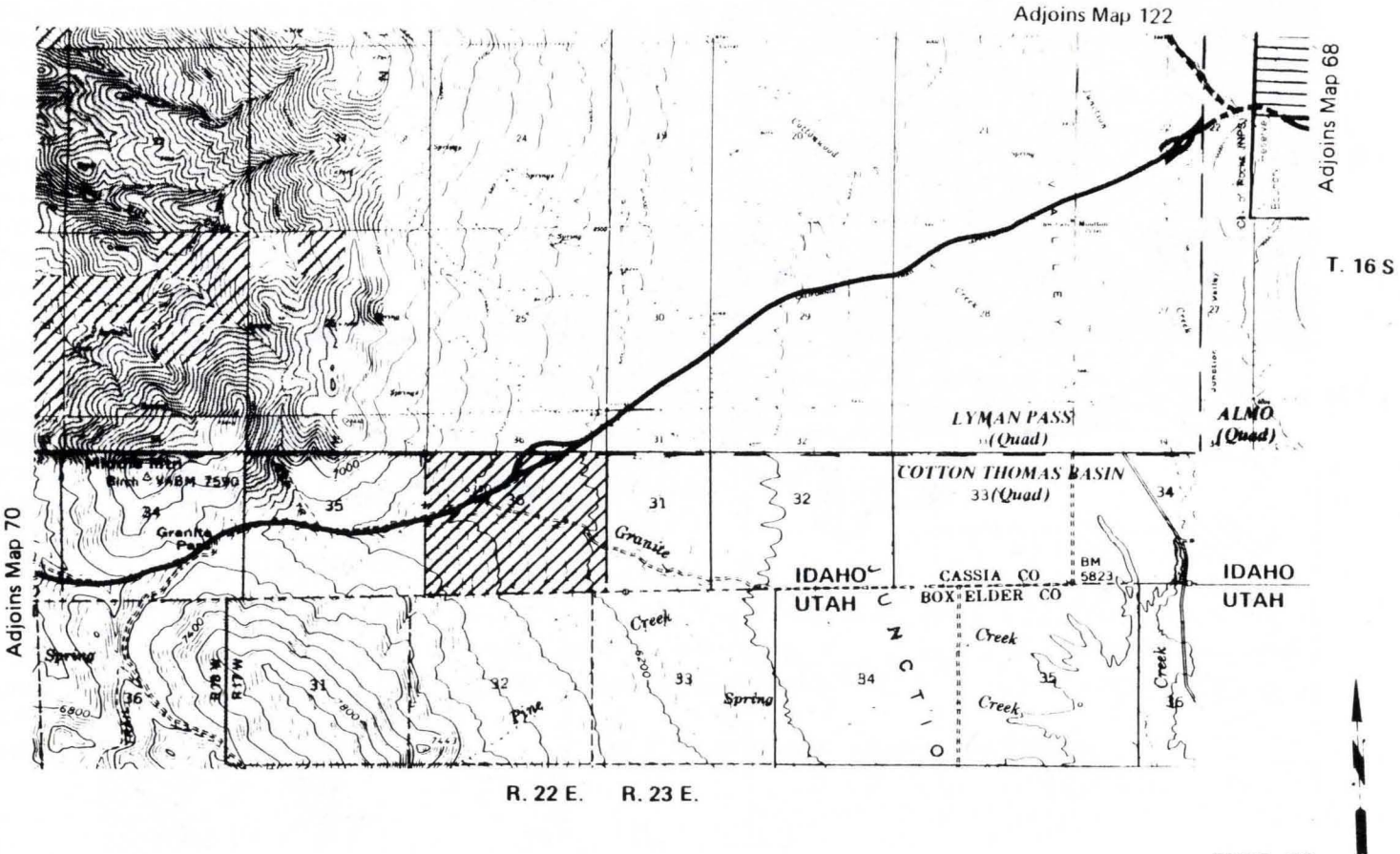
Byron N. McKinstry - August 4, 1850. *Pleasant and warm. We lay by today on tolerable grass. Have excellent water and pasable willow our only wood. The valley which slopes to the S.E. is some 4 miles wide and I think communicates with those we crossed yesterday. It is striped with strips of grass and willow bordered streams, only the one on which we camped affording water as far down the valley as the road. The springs from the snow clad hills which environ this romantic spot losing themselves in the arid plain before they reach the principal stream of the valley. But as far as they go they impart life to vegetation, their green stripe extending beyond their present limits shows that earlier in the season they conveyed more water.*[96]

MAP 69

Crossing Junction Valley, California Trail wagons had a clear, unobstructed approach to Granite Pass. A ranching community later grew up along the route at Moulton, which was abandoned years ago. Later, Kelton Road stage and freight traffic also had a clear route north through Lyman Pass and on down Birch Creek. Some short discontinuous segments of the trail are still visible. When the sun is positioned correctly, one can pick up the route of the trail as it heads across Junction Valley toward Granite Pass.

Granite Pass (elevation 6,960 feet), winding through a narrow valley between Middle Mountain (elevation 7,590 feet) and Twin Peaks (elevation 8,584 feet), offered practical emigrant road access from Raft River to Goose Creek, which flows north from Nevada. An open route to a decent Humboldt River passage across northern Nevada ran from Little Goose Creek to Thousand Springs Valley. No truly practical California Trail route south of Granite Pass was available. Pony Express and stage stations provided a more direct route across Utah into Nevada after 1860, but that alternative had to be developed. Emigrant roads had to begin as natural roads with sufficient water, wood, and grazing to permit livestock to stop no more than a long day's trip from a previous campground. Those essentials were absent in Utah and Nevada south of Granite Pass. As a result, California traffic going west by Salt Lake City had to return north to Idaho in order to continue into Nevada. This long detour discouraged traffic across that longer alternate route, though many went that way to obtain supplies at Salt Lake City.

The descent from Granite Pass to Birch Creek was very treacherous, and many had to lock the wheels on their wagons and lower them by means of chains and ropes.



MAP 69

MAP 70

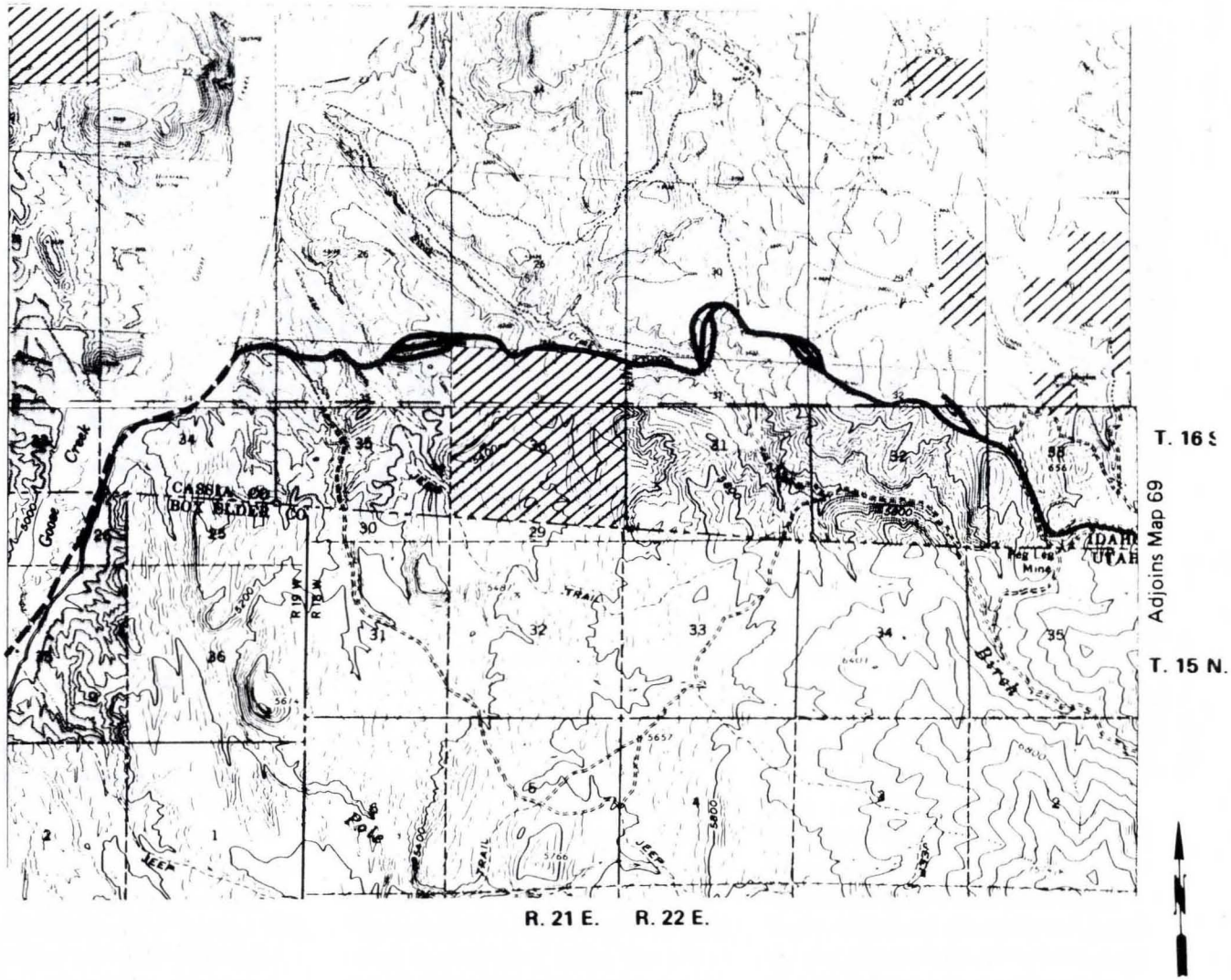
Excellent remnants are still visible as the trail descends to Birch Creek, and they have been marked. A Boy Scout marker and a Trails West marker indicate the general vicinity where the emigrants reached Birch Creek. Nearly two miles of excellent remnants remain visible between Birch Creek and Goose Creek, and they have been marked. A Trails West marker denotes where the trail encounters the Goose Creek Road.

Granite Pass is listed in the National Register of Historic Places. Some of the public lands are marked for no vehicle travel.

The California Trail route from Granite Pass to Goose Creek has been designated an Area of Critical Environmental Concern by the Burley District of the Bureau of Land Management. The Cassia Resource Management Plan recognized the importance of the historic resources on approximately 200 acres and the relationship to the settlement of California.

James A. Pritchard - July 8, 1849. *Our corse since noon has been over broken ridges & steep precipices. We had to ease our wagons down some of these hills by hand. At 7 P M we reached the vally of Goose Creek. We found severel trains & some packers encamped here. We passed them some 1/2 mile and encamped for the night. It is on this creek, that a Mormon was said to have found Gold last year.*[97]

Peter Decker - July 5, 1849. *Left camp at 5 o'clock & passed over a desolate lot of hills that were very steep. The sun very warm & I am weak & unwell. Noon on bottom near a little stream we called Goose Creek.*[98]



MAP 70

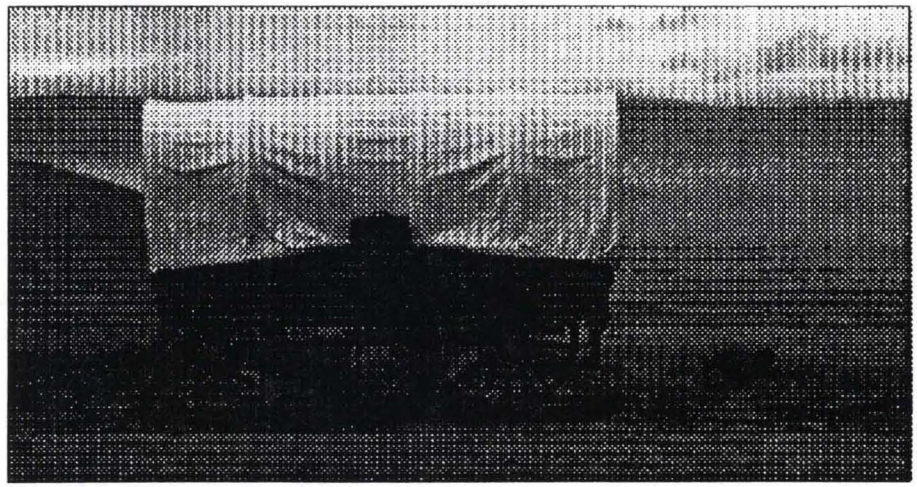
SALT LAKE ALTERNATE: CALIFORNIA NATIONAL HISTORIC TRAIL

Utah State Line to City of Rocks Maps 71 - 73

Some forty-niners followed the Mormon Trail into Salt Lake and returned to Walker's regular 1843 California Trail at City of Rocks.[99] Samuel J. Hensley, a New Mexico trapper who had gone with Joseph B. Chiles to California in 1843, had developed a passable Salt Lake route in 1848. Leaving a larger California train with a party of ten soldiers (or former soldiers) at Independence Rock on July 11, Hensley encountered no serious trouble until he tried Hastings' Cutoff west of Salt Lake. There his party got hopelessly mired down without food and water (except for salt water) for forty eight hours. Returning to Salt Lake, his crew resupplied their pack train and headed directly for Raft River and City of Rocks. Thus Hensley had been forced to find a practical alternate route for California wagon traffic from Salt Lake west through Granite Pass. There he caught up with his original party, August 17. He had come farther and had lost time, but his Fort Hall associates had enjoyed a more leisurely trip. Their ox teams could not keep up with a pack train anyway.

Hensley's route was opened to wagon traffic in September 1848 by Samuel Thompson's crew of Mormon Battalion members on their way to Salt Lake from California. Meeting this party in Nevada on August 27, Hensley explained how "he had got defeated in attempting to take Hastings Cutoff and had turned back but by doing so discovered this new route and found it to be much nearer than Hastings...." Thompson now planned to follow Hensley's Salt Lake alternate as preferable to a long detour to Fort Hall. Then his detachment met Joseph R. Chiles on August 29. Chiles (on his fifth overland excursion in only eight years) suggested that Thompson could save still more distance by employing John Bidwell's 1841 route, which ran more directly to Salt Lake. Heading on, Thompson's Mormon party dispatched scouts to find Chiles' 1841 shortcut. This effort totally failed. That proved to be fortunate, because no practical wagon road was available south of Granite Pass. After several days' search, Thompson's band went through Granite Pass to City of Rocks, where Addison Pratt named the Twin Sisters on September 15. Then they took their wagons along Hensley's route to Salt Lake.[100]

Because they were late in the season, their new road did not receive any traffic until the following year. Entering Idaho just west of Snowville, Utah, this alternate led in a general northwest direction to City of Rocks, where it joined the California Trail. Since it was a much longer route, it did not receive a large volume of traffic; the forty-niners were anxious to reach California at the earliest possible date.



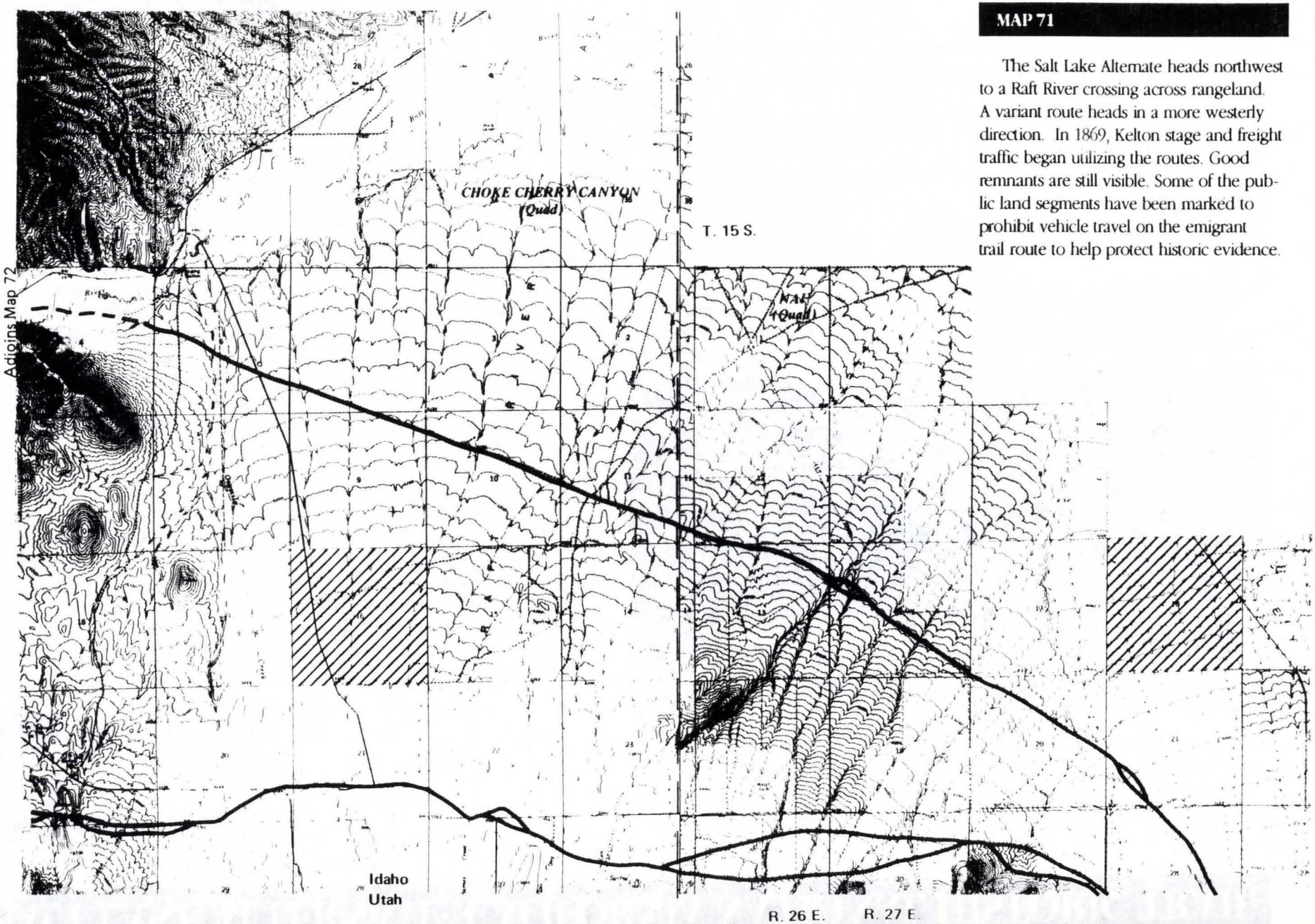
Replica of a typical emigrant wagon on display at the Bureau of Land Management National Historic Oregon Trail Center, Flagstaff Hill, Baker City, Oregon. (Daniel J. Hutchison, Bureau of Land Management, 1992)

LEGEND

- Emigrant Trail (Visible)
- Emigrant Trail (Possible Route, not visible)
- Historic Site or Landmark
- Public Lands Administered by BLM
- State of Idaho Lands
- U.S. Forest Service
- Other Federal Lands

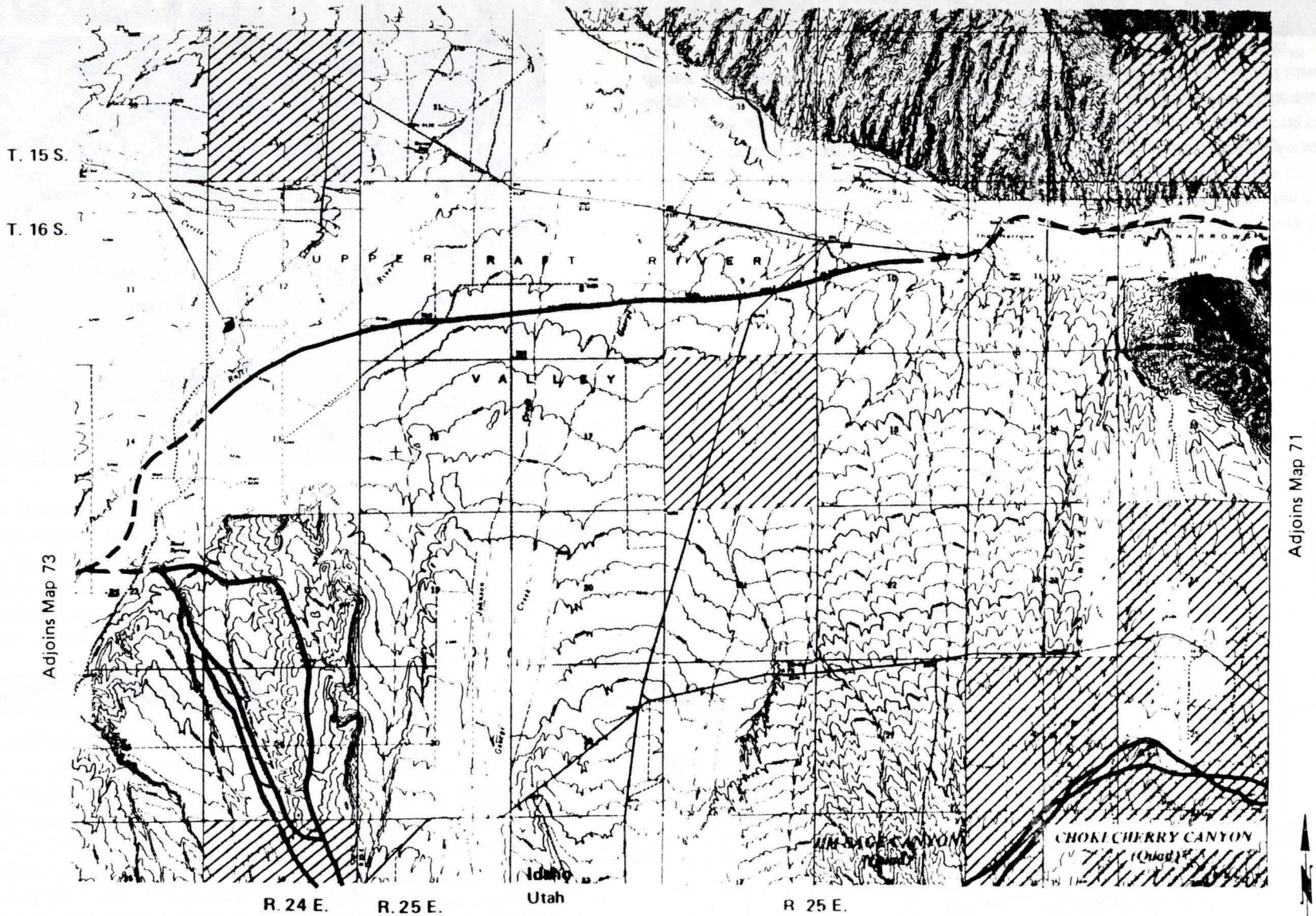
Scale: 1 Inch to 1 Mile

Please Respect Private Property Rights



MAP 71

The Salt Lake Alternate heads northwest to a Raft River crossing across rangeland. A variant route heads in a more westerly direction. In 1869, Kelton stage and freight traffic began utilizing the routes. Good remnants are still visible. Some of the public land segments have been marked to prohibit vehicle travel on the emigrant trail route to help protect historic evidence.


T. 15 S.
T. 16 S.
U P P E R R A F T R I V E R
V A L L E Y
Adjoins Map 73
Adjoins Map 71
CHOKECHERRY CANYON
R. 24 E.
R. 25 E.
Idaho
Utah
R 25 E.

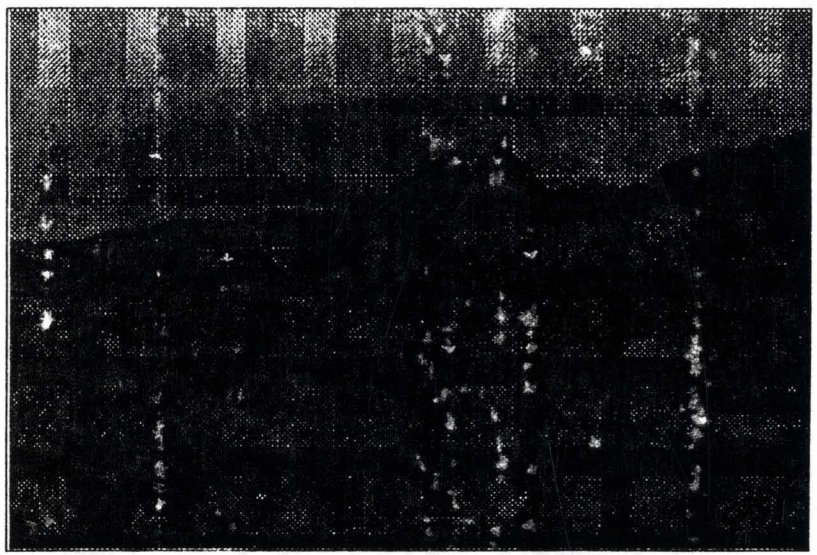
MAP 72

MAP 72

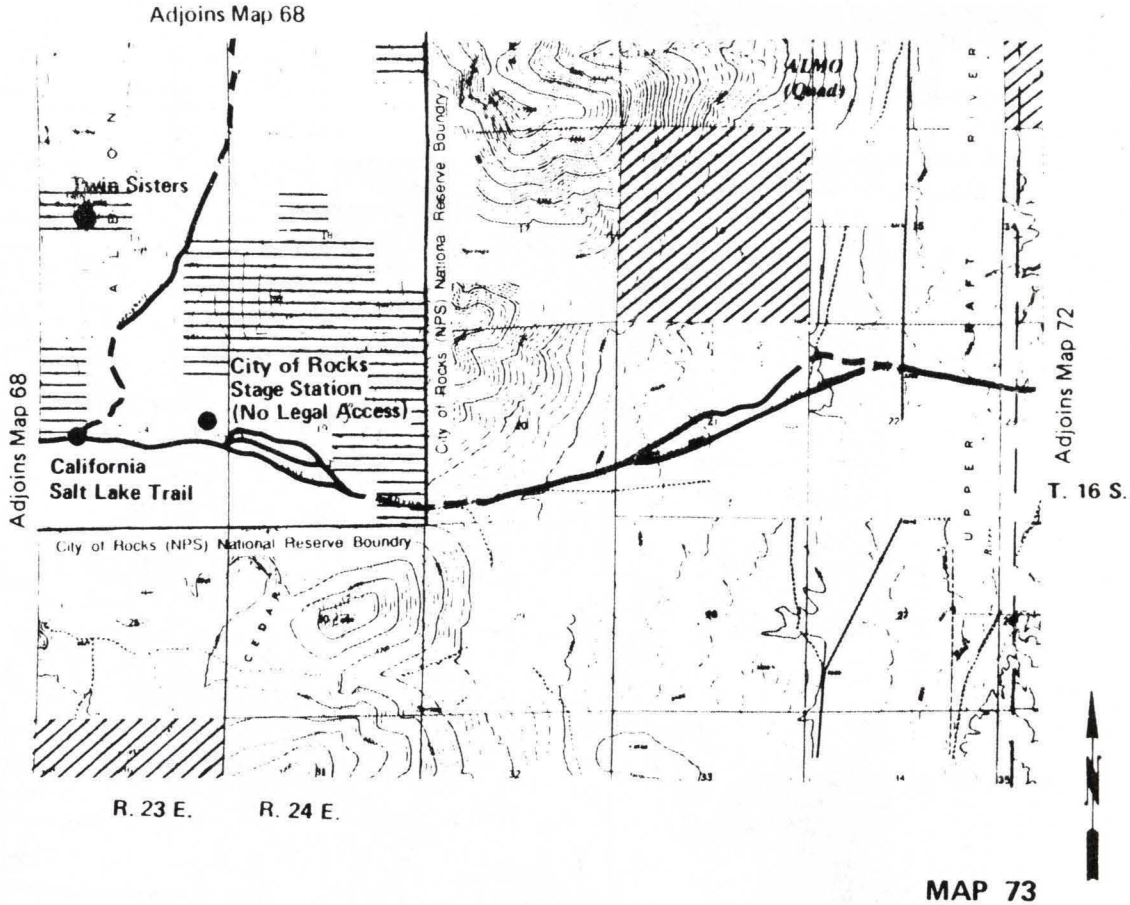
The Salt Lake Alternate passes through The Narrows of Raft River and enters the Upper Raft River Valley. A variant route continues toward Granite Pass south of the main trail. Kelton stage and freight traffic utilized the route between 1869 and 1882. Good remnants of the trails are visible and have been marked.

MAP 73

The route joins with the main California Trail south of the Twin Sisters in Section 24. The City of Rocks stage station, a home station on the Kelton, Utah-to-Boise stage line, is located in Section 23. Remnants of the buildings are still extant and an excellent view of Twin Sisters can be obtained from the site. Excellent remnants of the trails are visible and have been marked. The site of the stage station is located on private land, but the area is included in the boundaries of the newly created City of Rocks National Reserve. Excellent ruts can be viewed where California Trail traffic came through Pinnacle Pass, which is situated just southeast of the Twin Sisters.



City of Rocks Stage Station, looking northwest to Twin Sisters. (Larry R. Jones, Idaho State Historical Society)



MAP 73

James Mason Hutchings - September 14, 1849. *We were early in the saddle this morning, and passing through a rather barren kind of country we made 'Steeple Rocks' fourteen miles from camp where at a fine spring and good grass, we took dinner. Here the old Fort Hall road, and the Salt Lake City road, come together. Steeple Rocks looked to me more like battered and storm-beaten ole lighthouses than steeples. Here we overtook a company who were abandoning their wagons, and like us, packing. They made us a present of a sack of panole, which was very acceptable, as, from the sulphurous unpleasantness of the water all the way from Salt Lake City, we had used ours and reduced our stock of that article.*[101]

HEALTH-RELATED PROBLEMS ON THE EMIGRANT TRAILS



By Dr. Peter Olch

A remarkable amount of disease and trauma plagued the emigrants. It is estimated that in 1850 alone 55,000 individuals traveled the overland route through South Pass. Such vast numbers of animals and humans passing over the same trails and camping at the same locations with minimal sanitary precautions made contamination of water and soil inevitable. Many persons were drowned while fording rivers and streams, and deaths and injuries from a variety of causes were common. An examination of the journals kept by overland emigrants clearly demonstrates the hazards of life on the trail.[102]

A few wagon trains included a physician, but the vast majority relied on a supply of patent medicines and domestic medicine texts such as the popular books written by William Buchan and John Gunn.[103] Wagon trains without a physician often endeavored to keep near those trains that did have doctors. By most accounts physicians on the trail were most generous with their time, even when overworked. Occasionally a physician was all business and charged hard cash before treatment. Some physicians painted signs on rocks and gravestones advertising their services. Compared to westbound wagon trains of previous years, the gold rush caravans of 1849 and 1850 included a proportionately high percentage of physicians. In those same years, cholera was especially prevalent, and several physicians noted in their journals and letters that they prescribed for as many as 300 cases on the trail.

Military posts along the trail frequently became havens of medical care. Sick emigrants were often abandoned along the trail and had to be brought in by the soldiers; others were left at the posts without means or friends to tend them. ***In 1852 the Surgeon General*** commented in his annual report upon the strain these practices placed on the medical personnel at the frontier posts:

> *It is needless to say that additional men cannot be detailed to meet these extreme cases, for at the little frontier stations there are not men to spare from other indispensable duties to attend upon extra sick men, and, besides, the commandant of the post will not, if he can, detail soldiers for hospital attendants beyond the number allowed by regulation for the military command proper; so that, if the emigrant or other citizen receives proper nursing, he must obtain it from the extraordinary exertions of one or more soldiers, who have already their full measure of irksome and sometimes loathsome duty to perform.*[104]

In the mid 19th century on the Midwestern plains, cholera, typhoid fever, malaria, pneumonia, and smallpox were the prevailing diseases. In addition, diphtheria took a particularly heavy toll of children; hardly a family escaped it. Malaria was the most prevalent disease and caused many deaths among the young. Pneumonia was a common cause of death among older people. Typhoid epidemics were very common, and most communities had typhoid fever every fall. One factor contributing toward illness was lowered vitality brought about by improper clothing, exposure, and unbalanced rations.

Many of the emigrants were farmers from the Midwest. Others, particularly the Mormon emigrants, came from overseas and began their cross-country trek after a prolonged and crowded ocean voyage. Many were in poor health even before they started their hazardous overland journey. Citrus fruits and vegetables, as well as eggs and milk products, were in very short supply on the trail. There were, of course, cases of scurvy and other forms of malnutrition. One physician in 1850 suggested five factors contributing to poor health: the high saline and alkaline content of the water; consumption of fish; poor preparation of camp food, "often a perfect mass of indigestible filth, too crude even for the stomach of an ostrich;" chilly night watches and sleeping on cold, wet ground; and constant hard and exhausting toil.[105] Other reasons for poor health frequently mentioned are boiled beans, rancid bacon, buffalo meat eaten immediately after the chase, lack of fruits and vegetables, and lung-choking dust.

The dust generated by the moving wagons certainly had to be one of the most irritating experiences endured by the travelers. The alkali dust was said to blister and blotch the lips and irritate the eyes, nose, throat, and lungs; emigrants had to eat, drink, and breathe it. Another great source of discomfort, to both man and beast, was the mosquitoes:

> *We are near being eaten alive by the mosquitos! There are thousands of them buzzing about your eyes which makes one almost frantic.... [near Goose Creek] Never saw such dust! In some places it was actually to the top of the forewheels! Fine white dust, more like flour. Our men were a perfect fright, being literally covered with it. Our poor animals staggered along through the blinding dust, coughing at every step.*[106]

Trail accidents were plentiful. The diaries examined indicate that being crushed by wagon wheels was the most common accident. Then came accidental shootings, injury

or death from stampedes, and drownings. After these four causes of maiming and killing, there were death from Indian attacks and murder among the emigrants themselves.

An impressive number of men, women, and children were severely injured or died as a result of being caught in or falling under the large wheels of the emigrant wagons:

[redacted] *A child fell from one of the wagons and it ran over his breast and one arm, but the ground being soft underneath the wheel, he was not killed though taken up senseless.*[107]

Mr. Collins' son George, about six years old, fell from the wagon and the wheels ran over his head, killing him instantly.[108]

Robert Gardner's boy died from injury received by being run over by a heavy loaded wagon.[109]

We stopped our teams for those who were ahead of us as Joseph was in the act of jumping out of the wagon. He fell down in front of the forward wheel and it grazed his hip and run over his arm between the elbow and his shoulder. It broke his arm short off. We set it to the best of our ability.[110]

A child about three years old...while in the act of taking it out of the wagon, was let fall and both wagon wheels passed over its body. It died in about eight hours.[111]

Word was passed that a woman had been accidentally run over and killed instantly.... The woman was getting down from the moving vehicle, her clothing caught on the brake-rod and she was thrown forward beneath the wheel.[112]

The emigrants were heavily armed with rifles, shotguns, and revolvers to defend themselves and to shoot wild game, particularly buffalo. Far too often, however, they injured or killed themselves instead. Many were not accustomed to the use of firearms, and the weapons most of them carried were of poor quality and deficient in safety mechanisms.

[redacted] *Baley shot while walking through camp by accidental discharge of a gun from a wagon. He lived about one hour.*[113]

Mr. Frederick Jones of our company was accidentally shot in his lower parts as he was trying to melt the ball in his gun.... Frederick Jones died in the afternoon.[114]

There was a man shot himself through accident by taking his gun out of the wagon. It shot him through the head with two barrels and he died instantly.[115]

When Bovee stooped to scalp the animal, his revolver fell from the holster hitting a rock and shooting him through the heart. He lived only a few minutes. He leaves a wife and two children.[116]

Stampeding livestock also took their toll of lives and physical property.

[redacted] *Traveled six miles to the grave of Sister Hawkes who was killed by a stampede of the teams in a company in advance of us.*[117]

...one day there came a stampede and our oxen became frightened and they rushed together, one outfit crashing into the other.... Some of the wagons were broken and a few of our number hurt and one man killed.[118]

[124 miles west of Green river] Between eleven and twelve o'clock our cattle scared at some loose horses belonging to another train. About twenty five teams ran away upsetting and breaking wagons, running over men, women, and children. Mrs. Townsend from Monroe, Iowa was dangerously wounded, Wilson Scott had a broken leg. Mrs. Hoover's head was bruised.... Thomas Paul's child died last night and Mrs. Townsend who was so seriously hurt in the stampede died about twelve o'clock today.[119]

Drownings were common at the river fords. In attempting to swim the stock across, emigrants often got entangled with their animals and were pulled under by strong currents:

[redacted] *There was a man drowned in Buffalo Creek, he was intoxicated — drove in where the banks were full and horses and wagon and man went down.*[120]

The extent of Indian attacks on overland travelers has been greatly exaggerated. Notwithstanding the fact that nearly 400 emigrants were killed by Indians in the first twenty years of overland travel, and that Indian begging and thievery were traveling nuisances, Indian tribes provided travelers with information, foodstuffs, clothing, equipment, horses, and canoeing and swimming skills.[121]

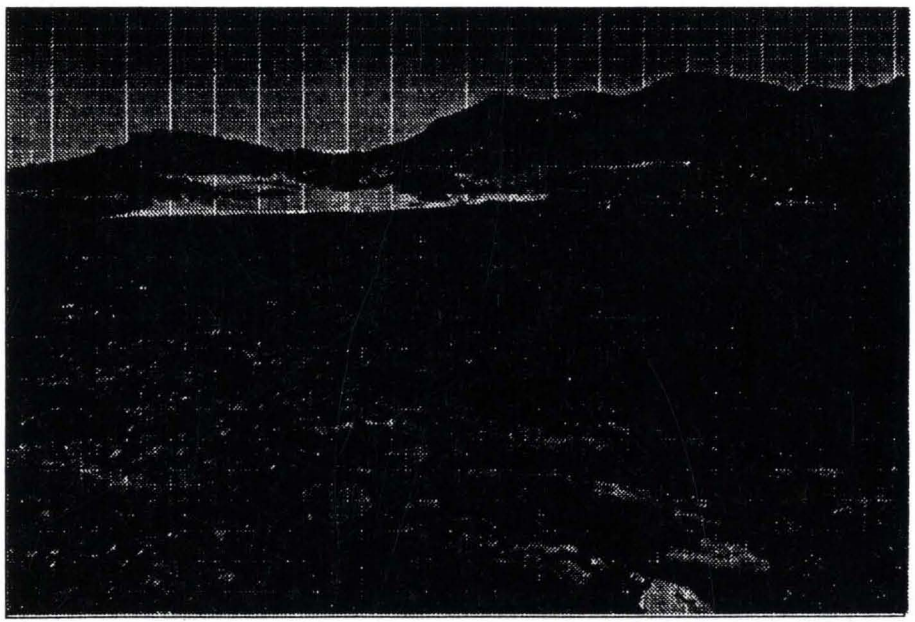
The most common causes of mayhem and murder on the trail were robbery and unleashed antagonism caused by small personal differences that were greatly magnified by the strain of overland travel. Frontier justice was rapid.

[redacted] *A man was killed by one of his own men that he was taking. He cut his throat most from ear to ear and took his money. After they caught him...he had his trial and was hung the next day. He was swung off a mule under the gallous.*[122]

Other trauma cited in the diaries included deaths by lightning and gunpowder explosion, fractures from a variety of causes, and burns.

It is useful to understand the disease theories that prevailed in the early 19th century. Most infectious diseases were considered miasmatic diseases, that is, diseases produced by the accumulation of bad smelling, decaying animal or vegetable matter that poisoned the atmosphere. Human excreta and other human wastes were thought hazardous because of the accumulation of odoriferous matter in which pestilential material fermented. Specific agents of infection were unknown, as were the concepts of transmission of infection through water and contamination of food through handling. No one yet understood the role of intermediate hosts such as mosquitos, flies, body lice, and ticks.

The main cause of morbidity and mortality on the trail was infectious disease. Not surprisingly, gastrointestinal problems headed the list. The diet and particularly the primitive sanitary conditions that affected food handling and water supply led to numerous cases of unspecified diarrhea, dysentery, and "fever and bowel complaint." One can be certain that typhoid fever and bacillary dysentery were well represented.



Emigrant grave near Mountain Home, Idaho. (Walter H. Meyer, Jr., Bureau of Land Management)

Giardiasis was probably among the infectious diarrheas suffered by the emigrants. This protozoan parasite can cause an acute or chronic gastrointestinal infection that mimics the bacterial diseases.. It is the most common parasitic disease in the United States today and is prevalent among the residents of and travelers to the Rocky Mountain states.

On a number of occasions cholera swept along the trail and laid waste the caravans. Most likely transported from New Orleans via Mississippi and Missouri river steamboats, it was the most dramatic and terrifying disease on the trails. An individual could develop the first symptoms in the morning and be dead by evening. Entire families were exterminated. A classic case of cholera was a dramatic event for all involved. The patient first noticed a slight fullness in the abdomen and loss of appetite. Then his hands and feet became cold, and in some cases he vomited. Shortly thereafter he began to have large numbers of liquid stools that soon became almost clear and contained small flecks of mucus, classically described as "rice water" stools. In severe cases, a stool volume of up to 24 liters per day could occur. Death from severe dehydration and shock due to low blood volume occurred within hours or a few days. Today, in the acute stages of the disease, between fifty and seventy-five percent of patients will die if not properly treated.

The incidence of malaria was surprisingly small in the diaries examined. Known by a variety of names, including intermittent and remittent fever, bilious fever, and ague, it was one of the more common maladies on the overland trails. The chills and fever of the ague may have been so common that little note was made of them in the diaries. The disease was generally believed to be caused by air pollution from dead and decaying animal and vegetable matter.

When the emigrants reached the Rocky Mountains they began describing a new set of symptoms that they called mountain fever. It is quite likely that those cases characterized by excruciating headache and severe muscle and joint pain were actually Colorado tick fever. Some writers have suggested that the emigrants' mountain fever was Rocky Mountain spotted fever. Such a diagnosis seems unlikely because no rash was described in the cases of mountain fever, and the painful backs and limbs of the mountain fever patient are far more characteristic of Colorado tick fever.

Colorado tick fever is an arbovirus infection transmitted by tick bite from small animals to man. It is endemic in the Rocky Mountain states and prevails from spring through the fall. Following a tick bite and an incubation period of three to six days, there is a sudden onset of fever, headache, pain behind the eyes, and severe muscle pains. There may then be a brief remission, followed by a second (and sometimes third and fourth) bout of fever.

[redacted] *[along Portneuf] Was exercised with so much pain in my head and back that it was with difficulty that I could compose myself to sleep....*[123]

A great number of men have been taken sick within a few days. The symptoms are violent pain in the head and limbs but generally does not last long until they recover. The disease spoken of still continues in camp but not fatal. They have nearly all had it.[124]

The following diary entry suggests that it is possible other arbovirus infections, such as Western equine encephalitis and St. Louis encephalitis, may have been also present:

[redacted] *Something very astonishing — a general sleepy drowsiness has invaded the camp ever since we came on Big Platte river, and since we came on Sweetwater our men have been subject to severe pains in the head and back and other parts of the system with colic, cramps, sore mouths, and lips.*[125]

Numerous other ailments and diseases plagued the emigrants. Headache, toothache, ear infections, sore lips, and general lameness were mentioned at least once in the diaries sampled. Diseases that affected adults and children included scurvy, whooping cough, measles, and smallpox. Deaths of newborn children and infants as well as deaths in childbirth were not uncommon. Respiratory infections, bronchitis, lung fever, and consumption were also recorded, as was one case of juvenile cancer and one of drug overdose.

When there were several deaths at about the same time, two or more bodies were often buried in the same grave. Generally every effort was made to protect corpses from marauding animals.

[redacted] *[near Bear River] ...here another of our party died. ...we took him out of the wagon, sewed him up in a sheet to bury him. We dug quite a deep hole or grave and finished filling it with dirt and left him to sleep the sleep of the dead.*[126]

...the grave is duly wide at the top with several shelves of earth as we pass down. The bottom is formed in the shape of a coffin and a board above and below the body clothed in befitting garments formed its only protection from the damp earth — while above the graves are generally piled with rocks to save them from the ravaging wolves which inhabit these mountains.[127]

Unfortunately, however, shallow graves were too often the norm:

[redacted] *We saw several places where the dead had been dug up by the wolves, which had picked from the bones what flesh the pestilence had left. Here and there lay a skull lost from the frame to which it belonged. Out of some graves a hand or a foot would project.*[128]

On some occasions, emigrants expressed fear that Indians would ransack graves for clothing:

[redacted] *...a number of our company have died. ...the burials have all been at night on account of the Indians robbing the graves for wearing apparel. The graves were concealed by building a fire over them and then driving the entire train of wagons over them when we broke camp in the morning.*[129]

Standard medical practice in the early and mid 19th century consisted of a relatively small number of treatments distinguished by their immediate, visible, and drastic impact on the patient. Active and vigorous therapy was the hallmark of regular medical practice. Patients were dosed with purgatives and emetics, bled (often to the point of exhaustion), and blistered with a variety of skin irritants. It is not surprising, therefore, that sectarian medical groups which decried such violent therapy were as familiar on the overland trail as they were in the east. Similarly, the practice of self-doctoring, the reliance on home remedies, and the use of domestic medicine texts were often popular for reasons other than the inaccessibility of a physician. In the diaries examined, one enthusiastic hydro-therapist treated fever and diarrhea with packing in cold wet bandages, baths, sitz baths, and cold-water injections.[130]

Regrettably, the therapy administered was not often cited in the emigrant diaries of either laymen or physicians. Among the medicaments mentioned were the common purgatives calomel (mercuric chloride); calomel pills, a combination of calomel, castor oil, and antimony; and blue pills, which also contained mercury. Camphor was mentioned as a sedative, and laudanum (an extract or tincture of opium) was cited in a case of drug overdose. Surgical procedures were not numerous. One arm amputation is mentioned, many fractures were set, an occasional arrow was removed, and some bleeding and cupping occurred.

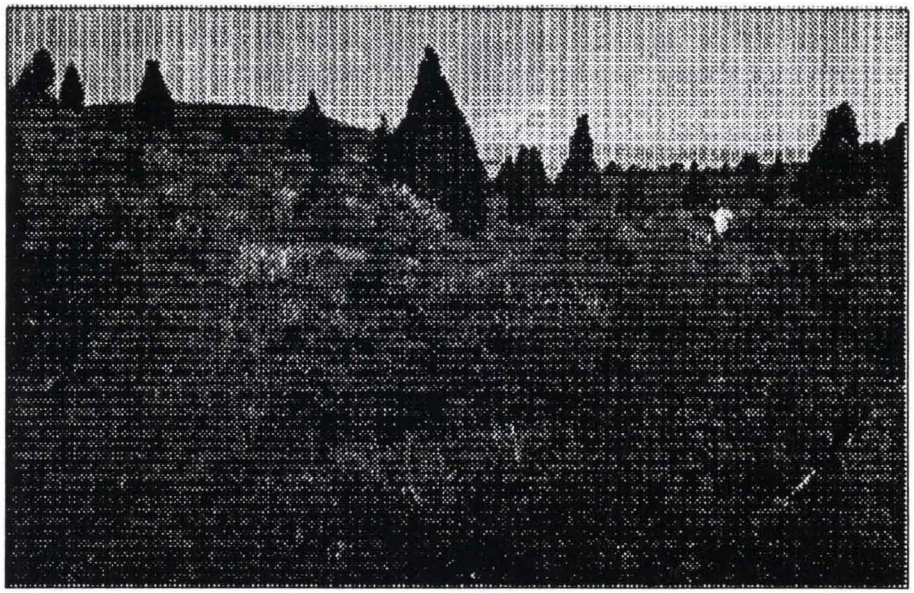
HUDSPETH'S CUTOFF: CALIFORNIA NATIONAL HISTORIC TRAIL

Soda Springs to California Trail Maps 74 - 85

California-bound gold-seekers of 1849 followed already established trails through Idaho with the exception of Hudspeth's new cutoff in Idaho. Some traveled by way of Fort Bridger, the Mormon Trail, and the Salt Lake Alternate, but the majority took Sublette's Cutoff and followed the main trail to just west of Soda Springs. Here they had the option of taking Hudspeth's Cutoff or continuing on the main route to the California junction on Raft River.

Hudspeth's Cutoff was opened by a large Missouri party led by Benoni M. Hudspeth and John J. Myers, who proceeded directly westward from Soda Springs and Sheep Rock July 19 along a short route toward the Humboldt. This company of about 250 people, many of them women and children, rode in seventy wagons. In Hudspeth, they had an able captain; in Myers, a competent guide. (Myers, an experienced mountain man, had come with Joseph R. Chiles over the Fort Boise California Trail alternate in 1843; both Hudspeth and Myers had been to California with Fremont in 1845 and had served in the California Battalion in 1846.) Returning to Missouri in 1848, they followed a "mountain track known only to hunters, which ... old Bill Williams had shown to a member of Fremont's party in 1844."[131] This route had allowed them to bypass Fort Hall.[132]

These leaders did a brilliant job of scouting a passable route with water enough to get their oxen through difficult country. Yet when they finally emerged from the hills east of Raft River to rejoin the regular California Trail July 24, 1849, "they were almost thunder struck" to find they had not reached the Humboldt at all.[133] In fact, they were only about 80 miles west of Fort Hall. Their saving of something like 25 miles would have been more substantial if much of their time had not been dissipated in crossing four difficult north-south ridges. Problems on the cutoff arose also from scarcity of water in some stretches, particularly from the head of Malad Spring to Twin Springs near the head of Rock Creek. Later parties had to travel all day and perhaps half the night to make it to water there. William H. Wagner, an army surveyor, measured this waterless distance in 1859 as 22¼ miles. That made an exceptionally long day's trip out of the dry stretch.



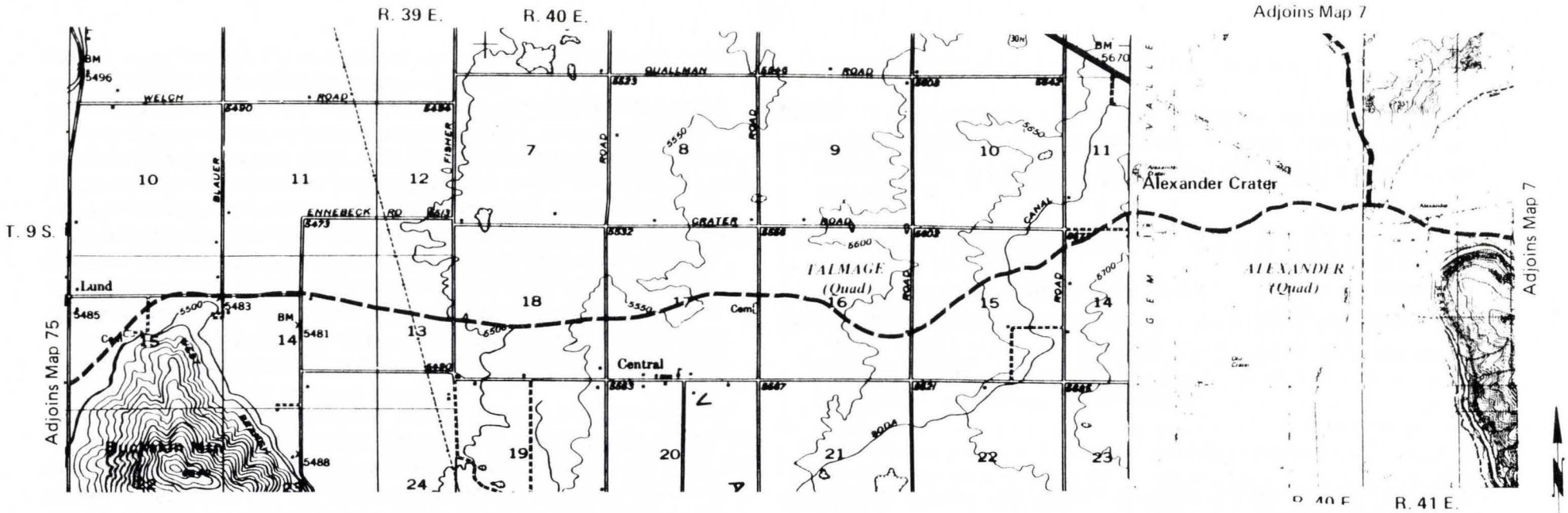
Hudspeth's Cutoff east of Fish Creek Pass. (Dennis H. Hill, Bureau of Land Management, 1989)

LEGEND

- Emigrant Trail (Visible)
- Emigrant Trail (Possible Route, not visible)
- Historic Site or Landmark
- Public Lands Administered by BLM
- State of Idaho Lands
- U.S. Forest Service
- Other Federal Lands

Scale: 1 Inch to 1 Mile

Please Respect Private Property Rights



MAP 74

The Oregon/California Trail and Hudspeth's Cutoff diverge just west of the railway siding Alexander. The former turns north and the latter heads southwesterly across croplands. Railway service reached the area in 1882 and encouraged further settlement of communities located nearby. Alexander Crater and Soda Point (Sheep Rock) were well-known landmarks. Agricultural and road developments have destroyed any traces.

Elijah Bryan Farnham - July 20, 1849. *We started on and in 4 miles came to deer hill [Soda Point]. Here the river that had been running a westerly course now ran to the south. Here we took a cutoff, which Mires, as a guide for a camp of Missourians, had entered on as a pilot, yesterday at noon, although not a wagon had been on it before that time. The travel since has worn it so it now looks like an old road of a good deal of travel. Our course now was a kind of W direction....*[134]

Orange Gaylord - 1850. *One-half mile brought us to the fork of the road. The left-hand road, running straight forward across a valley of about 8 miles, is the route called Myers' cutoff, which route we travelled. The right-hand road, bearing to the north, goes by way of Fort Hall. The cutoff is said to be 60 or 70 miles nearer to California than by Fort Hall, and a better road. The traveller can easily tell when he comes to the cutoff. Bear River makes almost a square elbow southward, the Fort Hall road bearing almost due north, which is plain to be seen and the cutoff runs nearly a west course.*[135]

Osborne Russell - July 9, 1834. *[W]e encamped at a place called the Sheep Rock, so called from a point of the mountain terminating at the river bank in a perpendicular high rock. The river curved around the foot of this rock and formed a half circle, which brought its course to the southwest, from whence it ran in the same direction to the salt Lake, about eighty miles distant. The sheep occupied this prominent elevation (which overlooked the surrounding country to a great extent) at all seasons of the year.*[136]

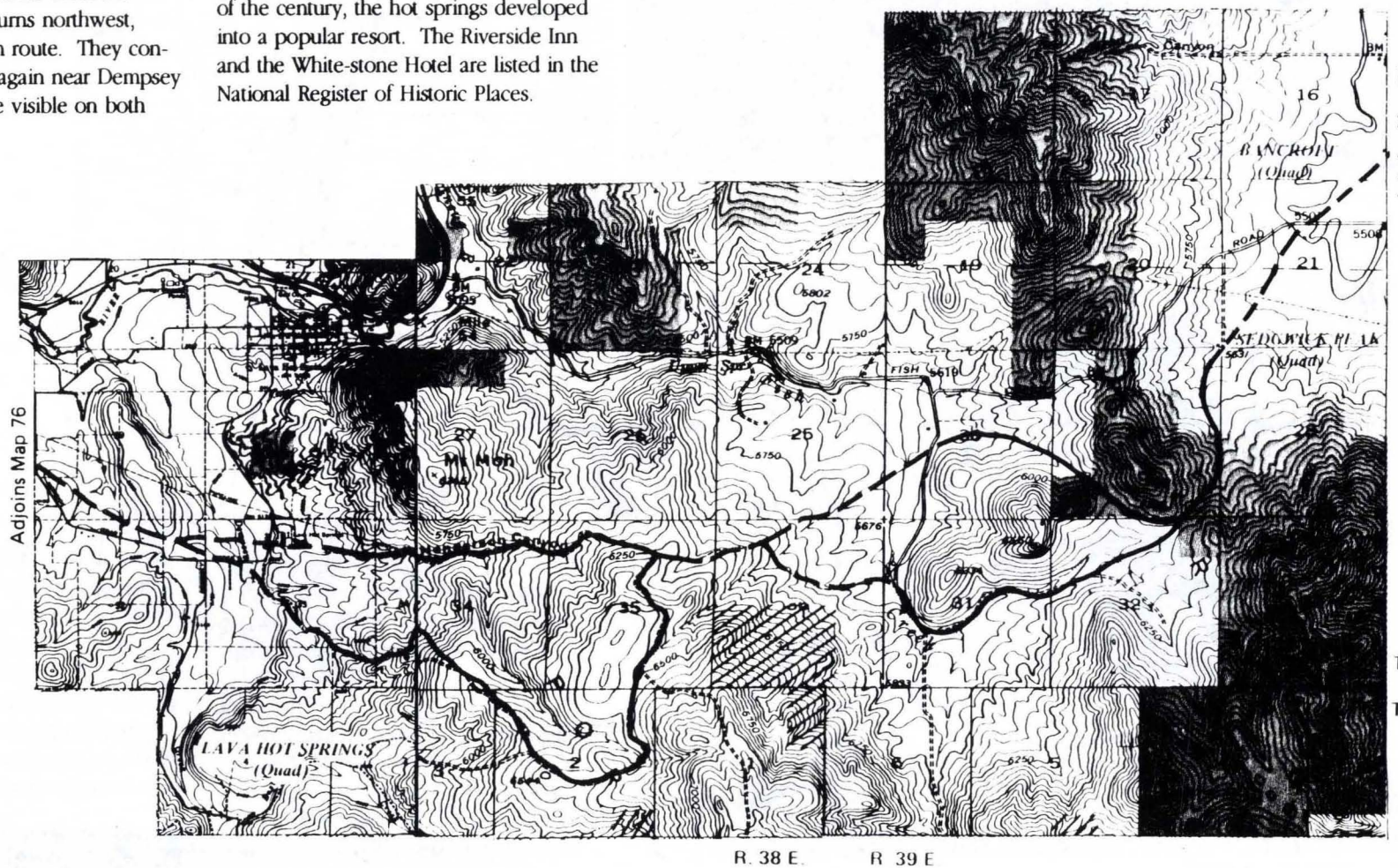
William Swain - 1849. *...on arriving at the crater I ascended its mound which is forty feet above the level of the plain. Smooth outside surface which is covered with grass to its top. The E side is some 6 feet lower than the W, so that from the east a person has a fair view of the crater which is ten feet deep. The walls are like well arranged masonry. I descended into the...valley of the crater and found it covered with soil in which sage and some grass were growing. The lower part of the wall is a mass of broken lava fallen from the upper part which stands as before stated in regular layers. At one point I found the side of the orifice standing, untouched by time, just as it was when the eruptions ceased, judging from the appearance.... The circumfrence of the crater at the edge of the mouth is 64 paces. Judging from the appearance of the crater it must have been in a state of eruption in some time of modern date.*[137]

MAP 75

Hudspeth's Cutoff runs in a southwesterly direction north of Buckskin Mountain and divides into two variants as it approaches Fish Creek. The trails merge after crossing Fish Creek and head west toward Henderson Canyon. One route continues down Henderson Canyon. An alternate turns south to cross the Portneuf Range and turns northwest, paralleling the canyon route. They converge into one route again near Dempsey Creek. Rem-nants are visible on both routes and on the alternates both east and west of Fish Creek. The continuity of extant traces is destroyed in the vicinity of the Fish Creek crossing by agricultural development. Surface evidence also is missing once the route reaches the Dempsey Creek drainage. After railway service reached the area in 1882, Lava Hot Springs became a service center for nearby agricultural valleys. After the turn of the century, the hot springs developed into a popular resort. The Riverside Inn and the White-stone Hotel are listed in the National Register of Historic Places.

Lorenzo Sawyer - 1850. *Upon reaching the summit of this depression, we found ourselves in a basin of the mountains about half a mile in diameter, surrounded by still loftier peaks covered with snow [Fish Creek Range]. These peaks apparently run up to sharp points.*[138]

Dr. Henry Austin - 1849. *We have just passed over a considerable mountain. The view of the surroundings from which is the grandest character. Mountain after mountain in rapid succession, peak after peak towering almost to the clouds. To the west of where I am sitting is a lofty range...in mist. The wagons are ahead...plowing up dust and winding their way up hills and through valleys in the most circuitous manner.*[139]

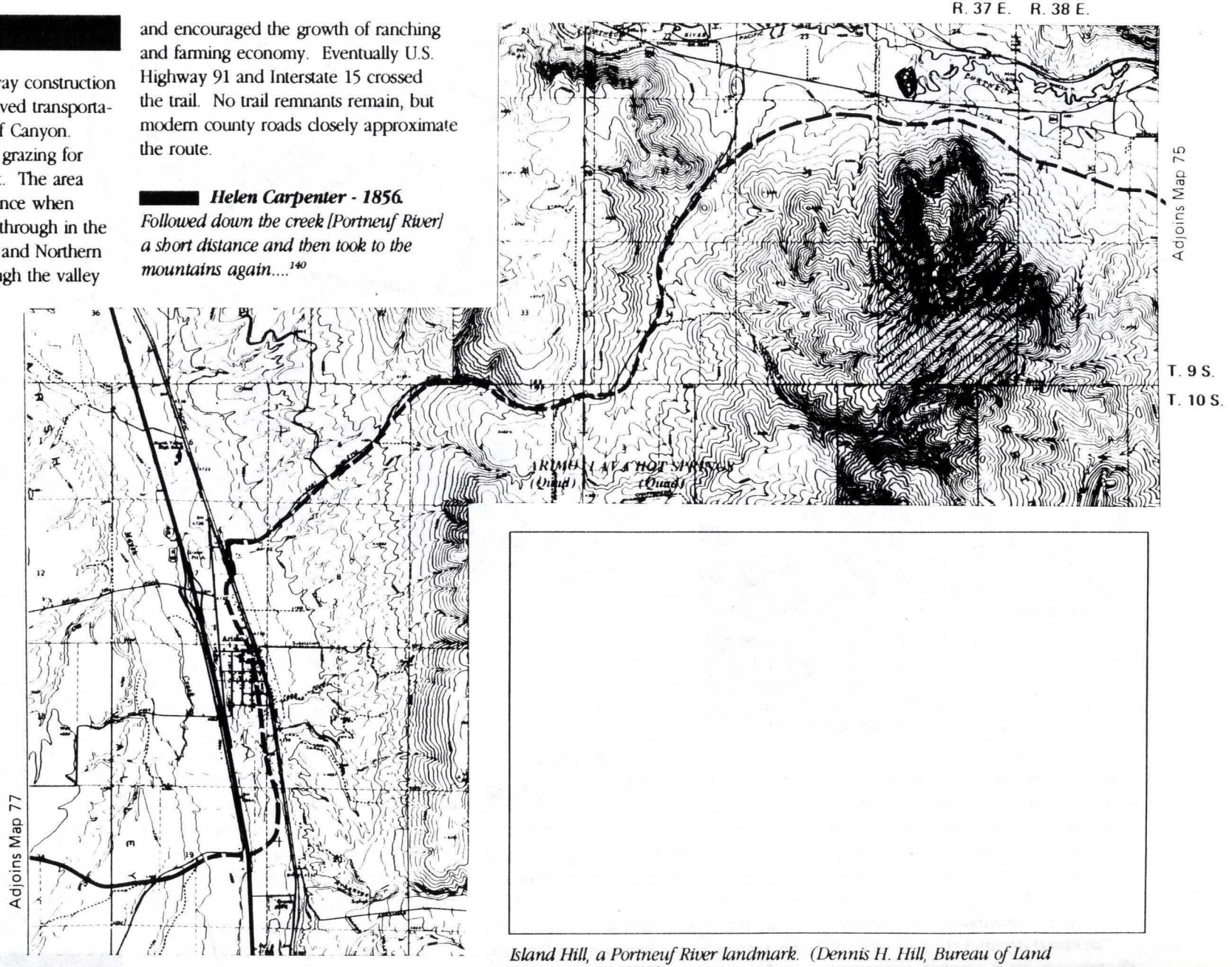


MAP 75

MAP 76

Oregon Short Line railway construction in 1882 provided an improved transportation route through Portneuf Canyon. Marsh Valley offered good grazing for Hudspeth's Cutoff livestock. The area received increased importance when Montana road traffic came through in the 1860s. In 1877-1878, Utah and Northern Railway service came through the valley and encouraged the growth of ranching and farming economy. Eventually U.S. Highway 91 and Interstate 15 crossed the trail. No trail remnants remain, but modern county roads closely approximate the route.

Helen Carpenter - 1856.
Followed down the creek [Portneuf River] a short distance and then took to the mountains again....[140]



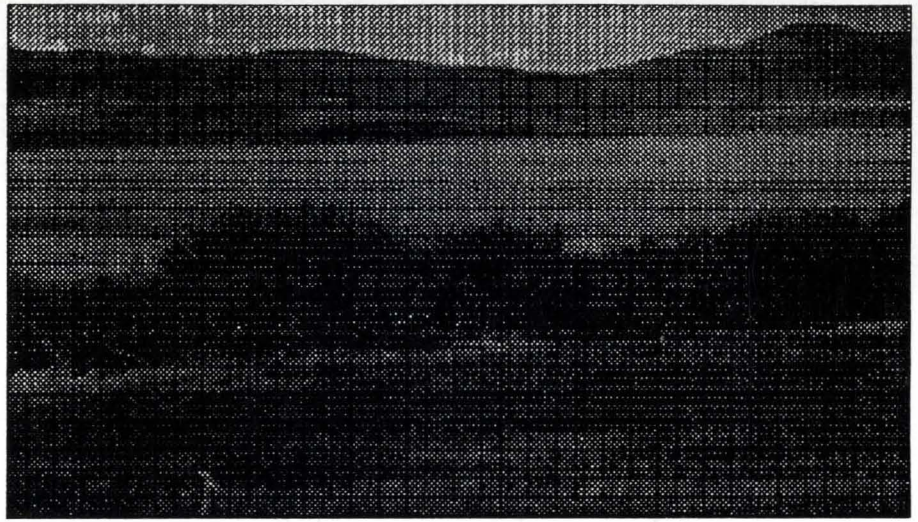
Island Hill, a Portneuf River landmark. (Dennis H. Hill, Bureau of Land Management, 1989)

MAP 77

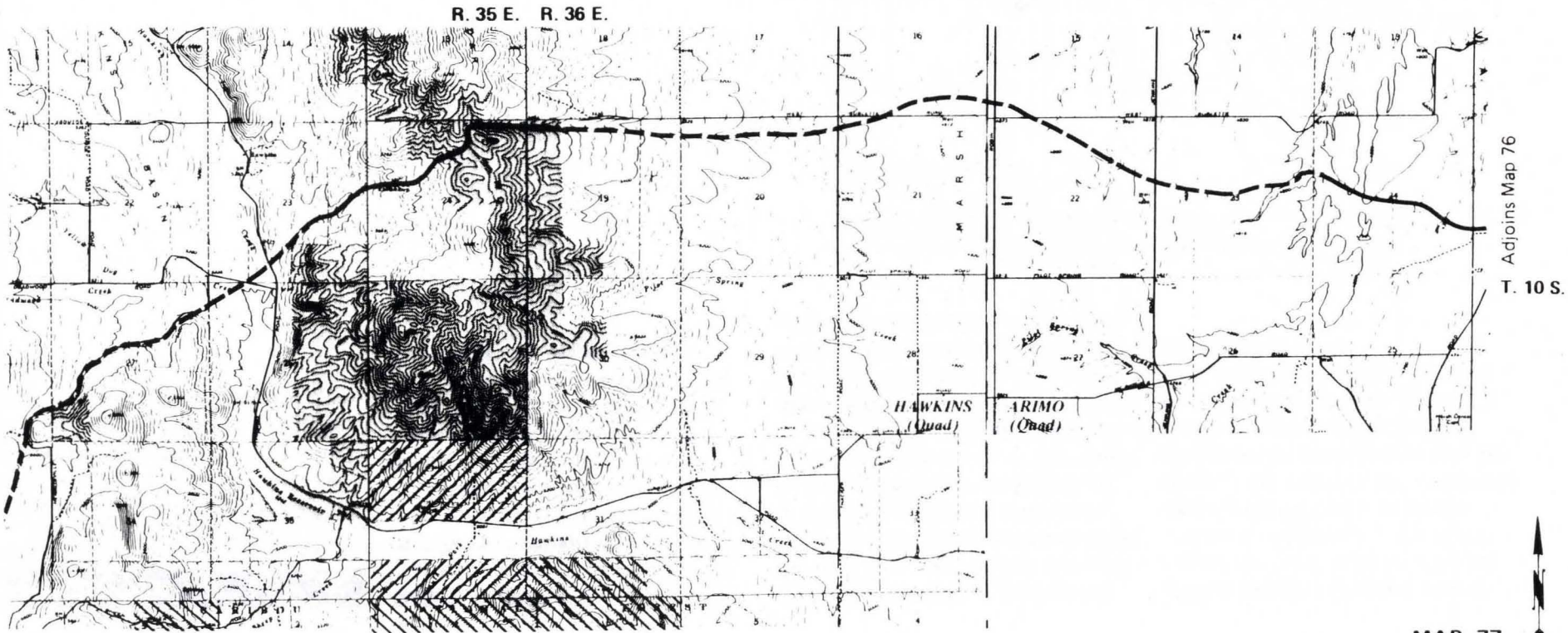
A fairly high ridge (elevation 8,732 feet) splits Hawkins Quadrangle, separating Marsh Valley from Hawkins Basin. Hudspeth's Cutoff ascends Cedar Mountain about two miles north from Hawkins Creek. Hawkins, a ranching community settled in 1899, developed in an era of settlement after Hudspeth's Cutoff fell into disuse. Good remnants are still visible as the trail crosses Cedar Mountain and are marked.

[redacted] ***Elisha B. Lewis - 1849.*** *We arrived to the summit.... Some of the way quite steep.*[141]

[redacted] ***Joseph Middleton - 1849.*** *...I see the road from the hill. The road travels in a large hollow, not more than 1/4 the width of the last one we left [Marsh Valley], and ascending the hill on the other side disappears.*[142]



Looking west across Hawkins Basin. (Dr. Merle Wells, Idaho State Historical Society)



MAP 77

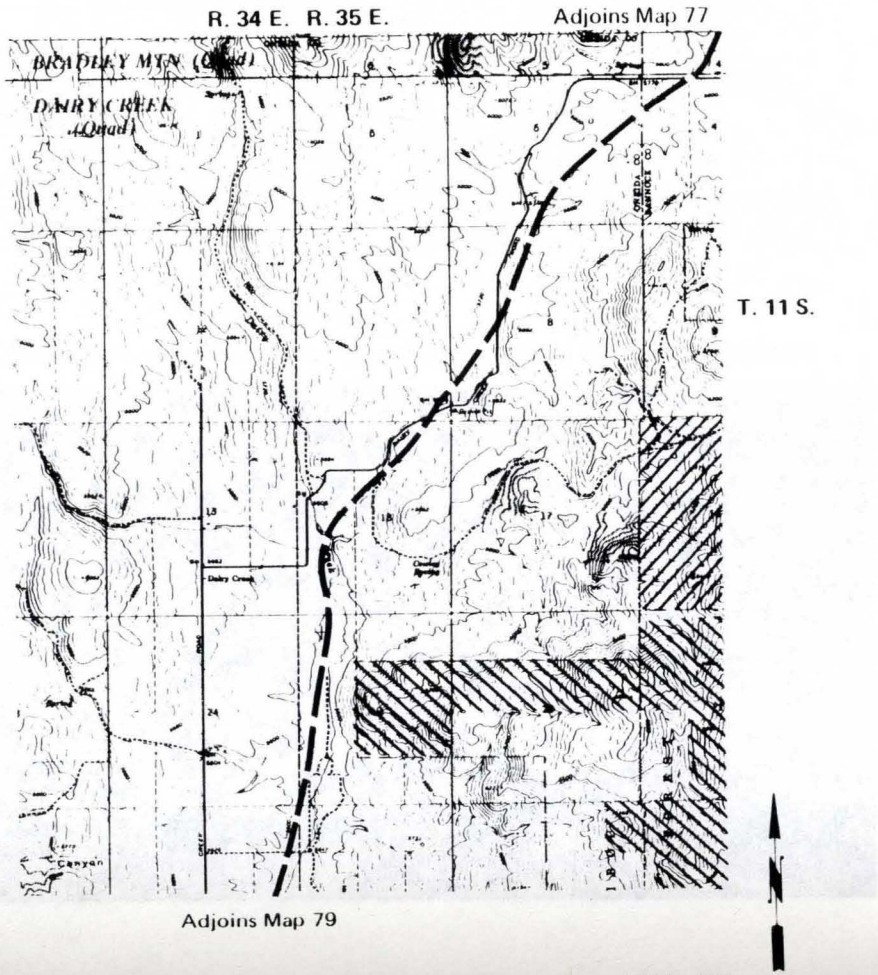
Adjoins Map 78

MAP 78

The trail continues southwest to Dairy Creek and descends it for a little over two miles before continuing south a little farther west to Little Malad Spring. Howard Stansbury's 1849 Bannock Mountain Road utilized the route through the Dairy Creek Quadrangle.

[redacted] ***Joseph Middleton - 1849.*** *The road is seen from a hill on the side of this creek [Dairy Creek] slanting across the valley to the S W leaving the creek to the S E.... I ascended a high hill on the east side [of Dairy Creek] close to the creek.... I could not ascertain distinctly which course the creek took at a distance from me, nor can I be certain where this creek runs into, viz., the Oregon, Salt Lake, or Mary [Humboldt] River, but I will keep the best lookout I can. On both sides and on the top of the hill I saw enormous blocks of rock, some argillaceous, some sand - cooked in the highest degree [basalt] and the original streaks in some of them twisted and contorted like the gnarly knob of arbor vitae or mahogany. Some-one in particular had a large oblong ball-like cavity in it that I could have crept into and coiled up very easily.... All over the plain pure specimens of black bottle glass [obsidian], some of which I also found on the top of the hill, which was 460 feet high.... On the NW corner of this hill there is an elevated clump of disjointed rock, like an imposing watchtower; on approaching to them they possess a great deal of the columnar basaltic character; they are composed of sand, and...baked into rock. I stood on the highest part of them.*[143]

The basalt-strewn slope, watchtower, and cave along the east side of Dairy Creek campground. (Dennis H. Hill, Bureau of Land Management, 1989)



MAP 78

MAP 79

Howard Stansbury's 1849 Bannock Mountain Road from Salt Lake to Fort Hall joined Hudspeth's Cutoff in later Daniels Reservoir and continued north along Hudspeth's route. Montana freight came this way after gold discoveries in 1862 created a demand for Utah products. After 1866, farmers and ranchers settled in the area.

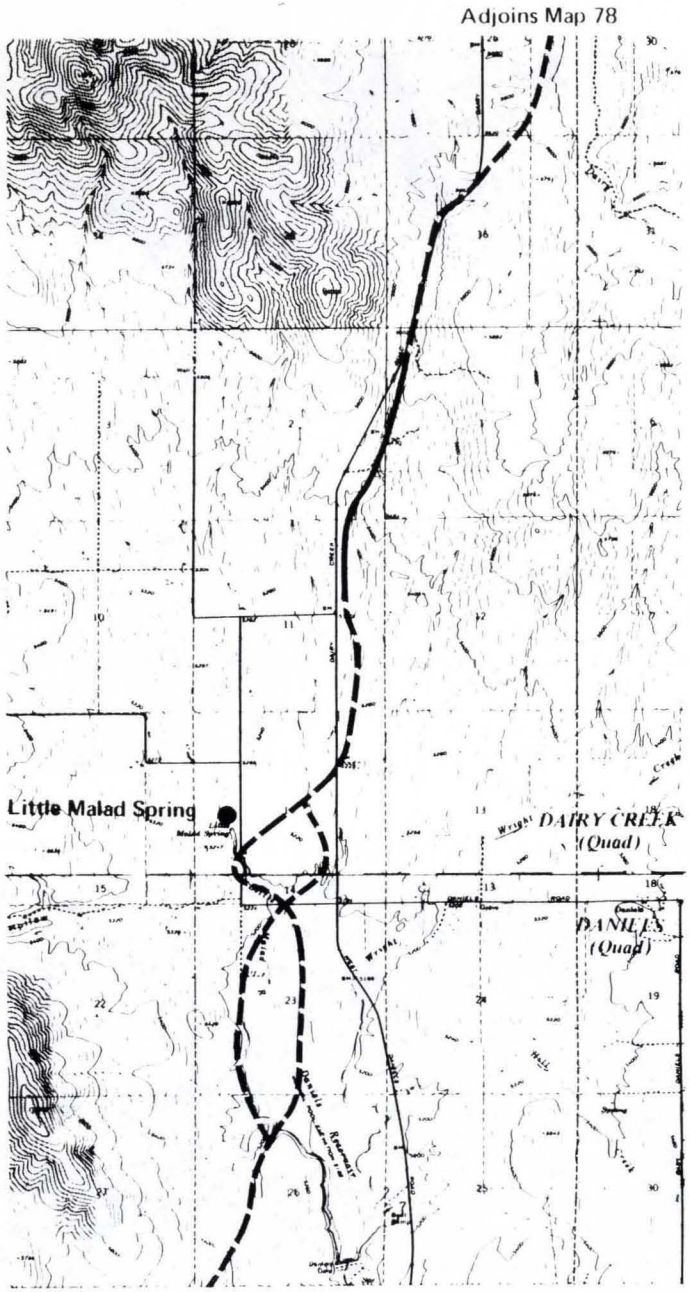
Trail remnants have been obliterated by later developments.

Amos Batchelder - 1849. *...the largest spring we have seen on the journey [Little Malad Spring]. It is about 1 foot deep, very clear, and covers about 1/4 of an acre of ground. It supplies quite a large stream of water.*[144]

James Bennett - 1850. *The Salt Lake road takes down this valley and the cutoff bears more to the west over a range of mountains [Blue Spring Hills].*[145]

Jerome Dutton - 1850. *...there were two tracks, one leading to the right [to Little Malad Spring] and the other crossing the creek [Little Malad River] half a mile below the spring.*[146]

View south from Dairy Creek Valley toward Little Malad Valley. (Dennis H. Hill, Bureau of Land Management, 1989)



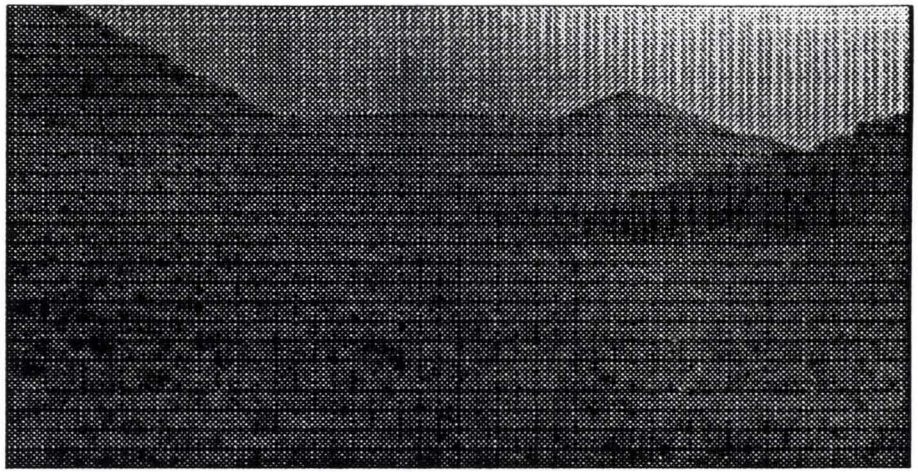
MAP 79

MAP 80

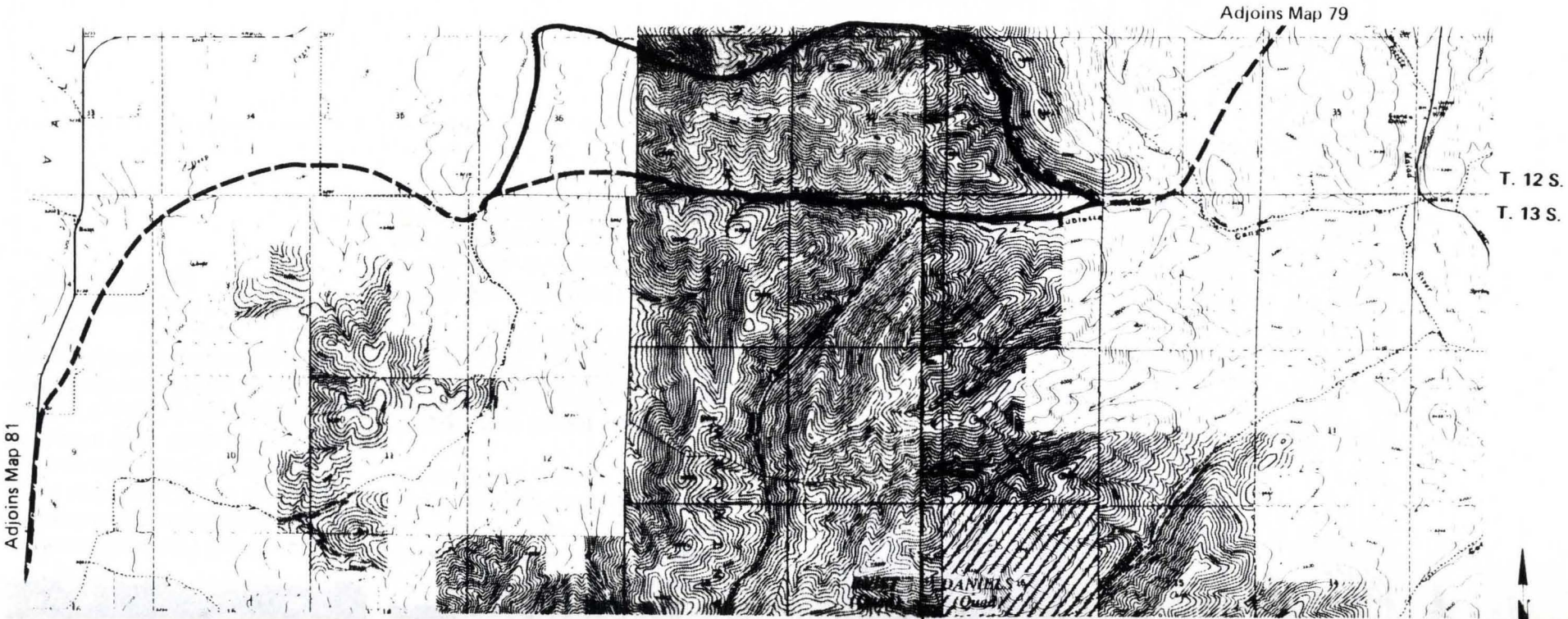
Hudspeth's Cutoff heads west through rangeland and farmland. Remnants visible as the trail passes through Sublette Canyon have been marked.

Lorenzo Sawyer - 1850.

The road lay through a deep and narrow ravine, with very high and precipitous mountains on both sides. The great portion of the way through the ravine, the precipices on each side approached so near as to leave barely room enough for a single wagon track.[147]



The ascent up Sublette Canyon. (Dr. Merle Wells, Idaho State Historical Society)



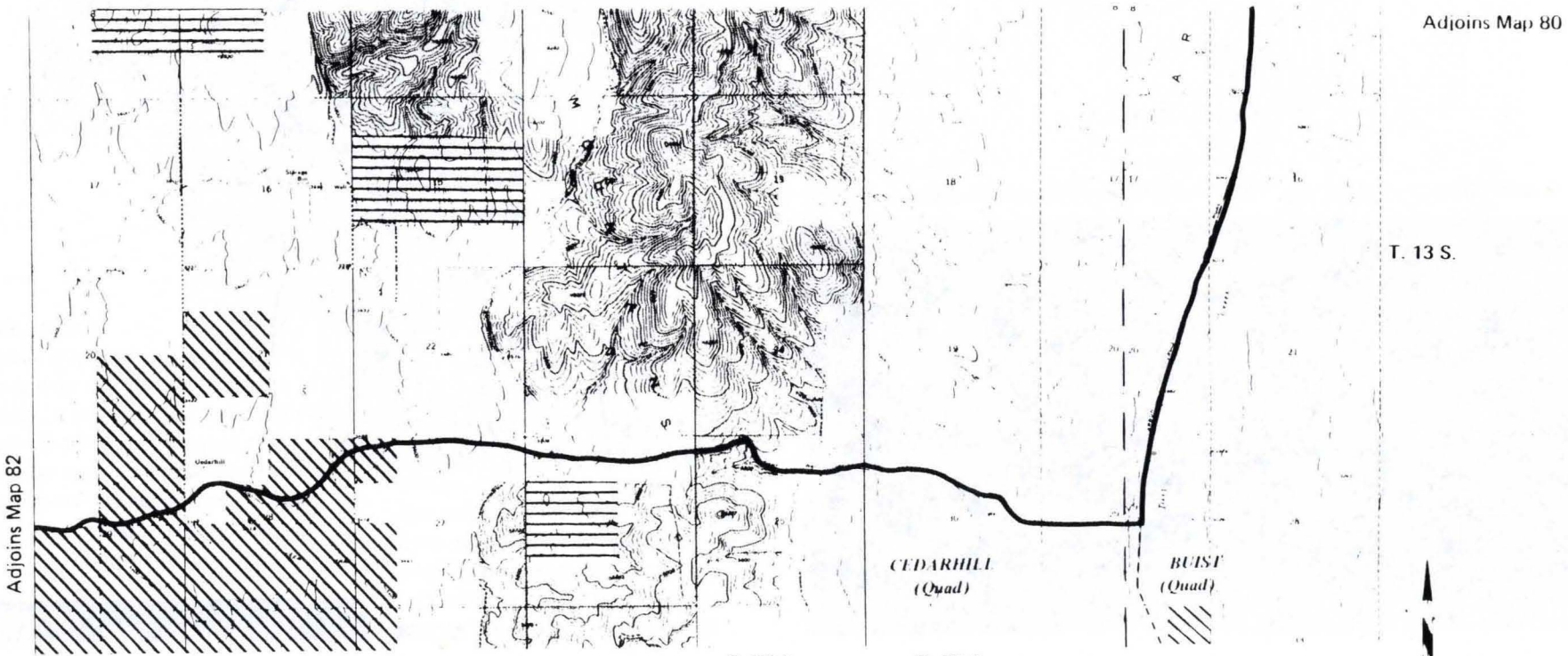
MAP 80

MAP 81

Hudspeth's Cutoff heads west across rangeland and cropland. After the cutoff declined as an emigrant road, the area became developed as a farm and ranching settlement.

The Curlew National Grasslands were established during the 1930s under the Bankhead-Jones Act. The Grasslands had been in private ownership and under cropland development prior to the depression of the 1930s. The Curlew National Grasslands are administered by the National Forest Service.

Deep Creek Range summit, looking east. Most of the travelers came up this slope at night. Blue Spring Hills in background. (Dennis H. Hill, Bureau of Land Management, 1989)



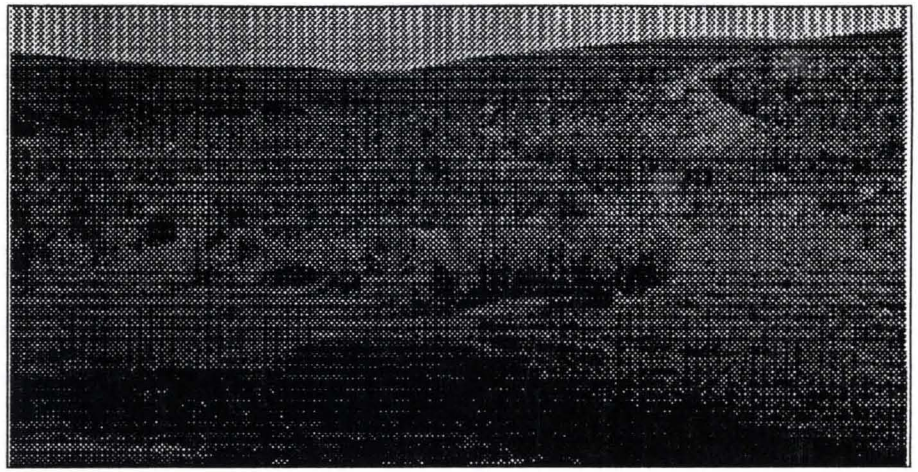
MAP 81

MAP 82

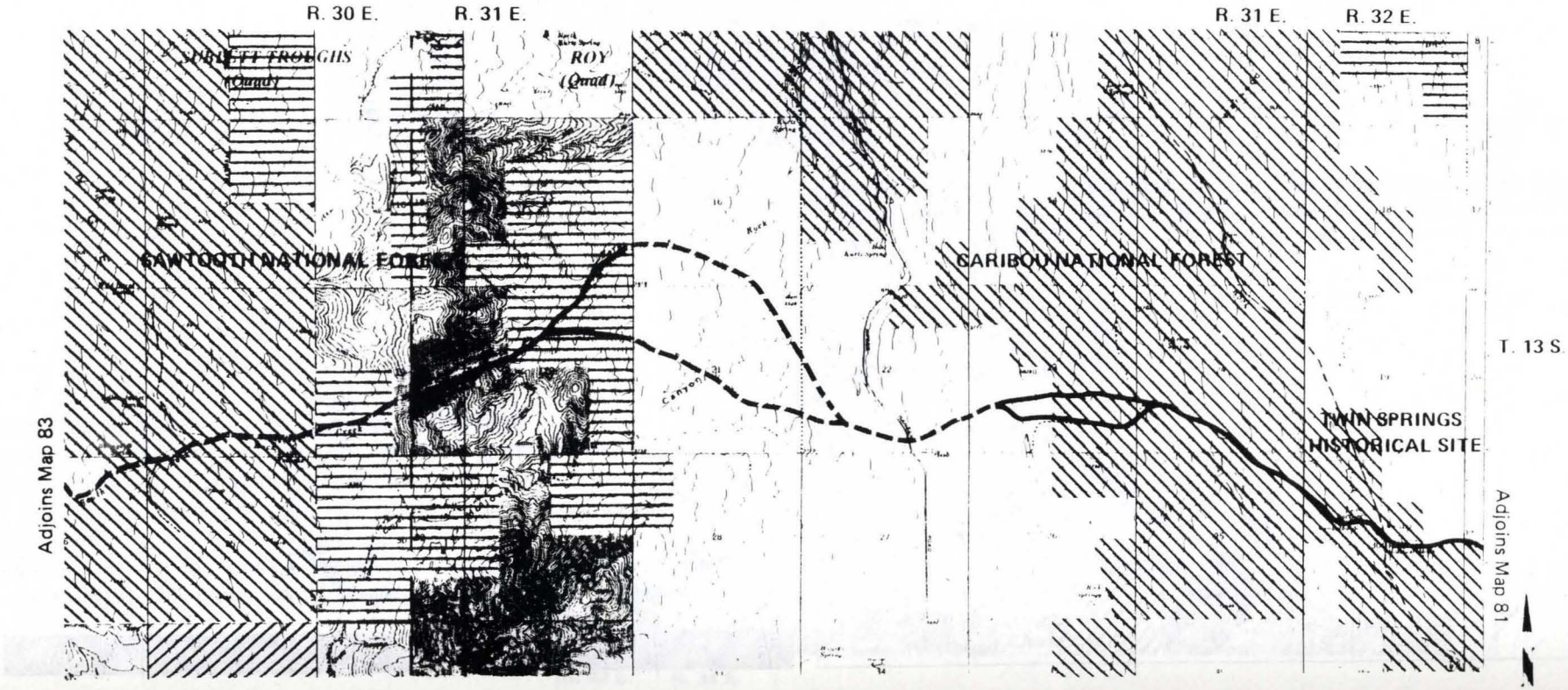
After more than 22 miles (since Little Malad Spring) without water in dry seasons, emigrants finally reached a campground with adequate water at Twin Springs. The Rockland Valley later became a farm and ranching community. Good remnants are visible west of Twin Springs and along the South Fork of Rock Creek.

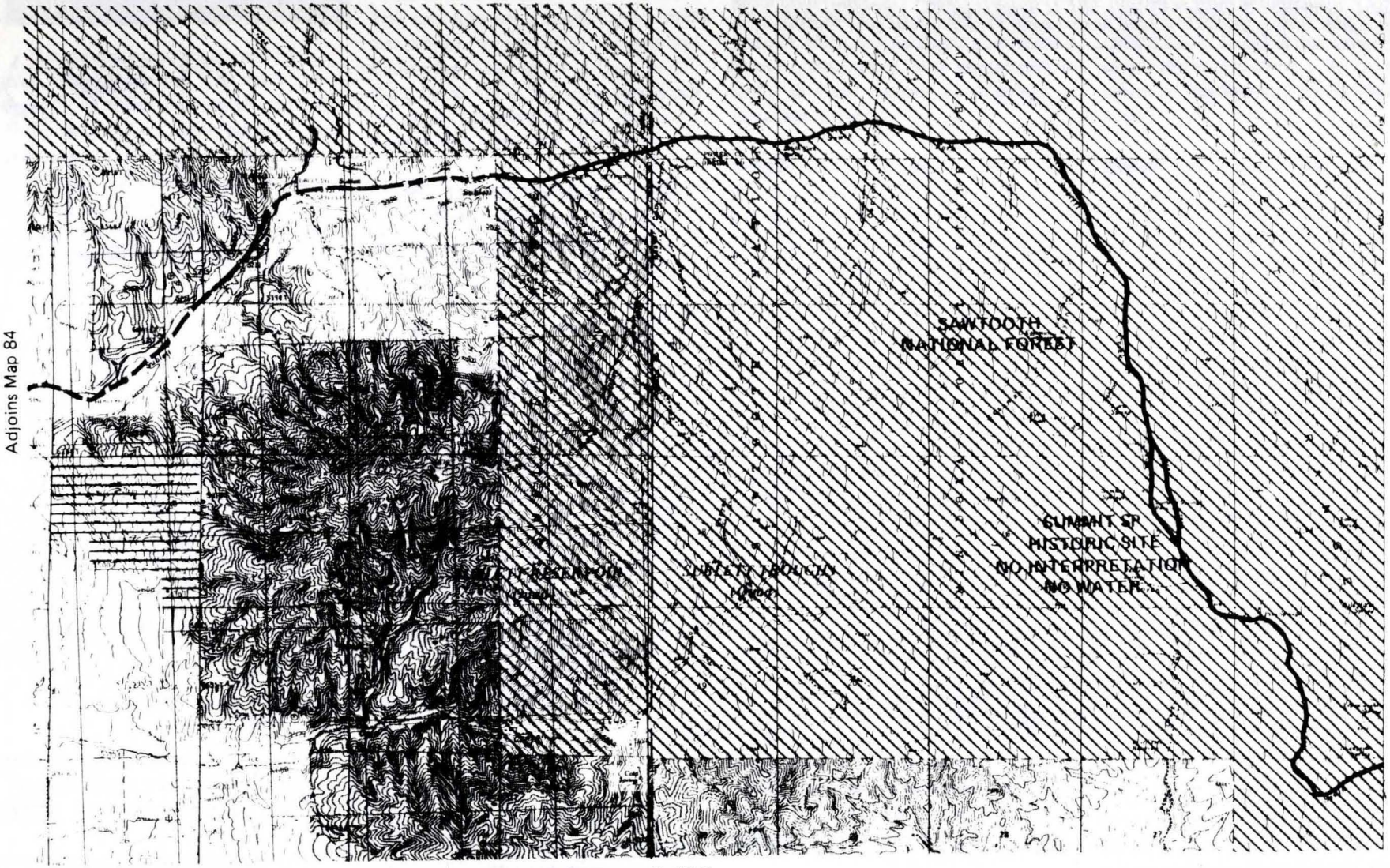
Joseph Middleton - 1849.

...I found several excellent and copious springs of pure water close to the creek...two of which cannot be excelled [Twin Springs]. After leaving Spring Valley [Twin Springs area] for the first half mile there is some rather steep hills...the road becoming easy and due west as it was before we came to Spring Valley.[148]



Hudspeth's Cutoff ascending west from Twin Springs. (Dr. Merle Wells, Idaho State Historical Society)




T. 12 S.
T. 13 S.
Adjoins Map 84
SAWTOOTH
NATIONAL FOREST
SUMMIT SP
HISTORIC SITE
NO INTERPRETATION
NO WATER
Adjoins Map 82
R. 29 E.
R. 30 E.
N

MAP 83

MAP 83

The trail heads northwest and then turns west. Portions of the route are now under the waters of Sublett Reservoir. The area is utilized mostly for livestock grazing.

Helen G. Carpenter - 1856. *...the road ran by a mountain that was covered with cedar and quaking aspen trees. At the base of the mountain is a very fine spring [Pine Spring].*[149]

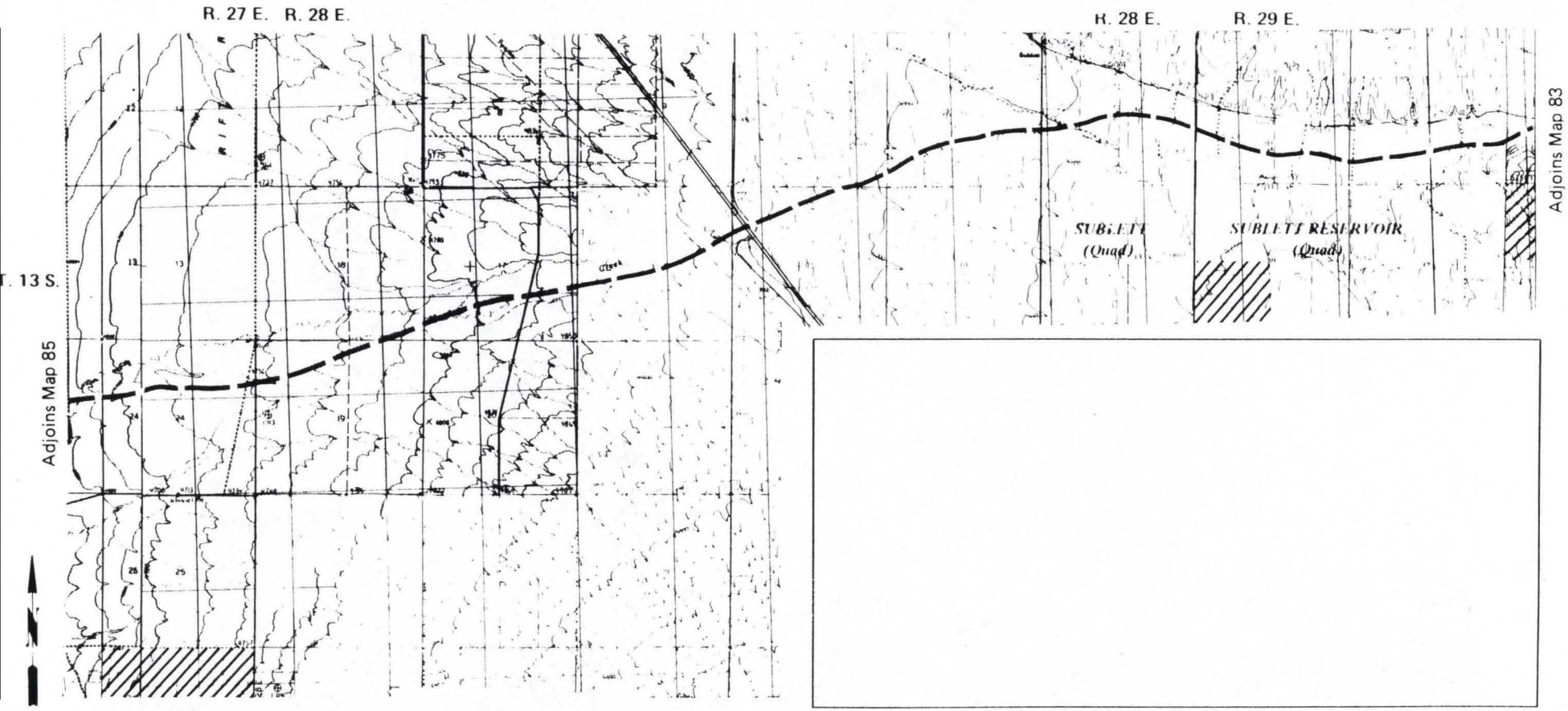
William Swain - 1849. *...the height of the hills was left behind and the road began to descend a defile winding gradually among the hills. We found two good springs this afternoon [Pine and Summit Springs].*[150]

MAP 84

As the trail leaves Sublett Creek, it heads southwest across farmland and crosses Interstate 84.

William Swain - 1849. *We ascend...a hill left of the creek, from which a large valley lying between Salt Lake and Snake River lay between us and the mountains to the west of the valley at the foot of which appeared to be a large stream of water [Raft River].*[151]

J. S. Shepherd - 1850. *The road here strikes out over a barren plain, leaving the creek. There is no more water for 14 miles, so we took a pailfull for each horse.*[152]



Independence Peak from Sublette Canyon above present reservoir, looking southwest, taken from Hudspeth's Cutoff. (Dennis H. Hill, Bureau of Land Management, 1989)

MAP 85

The trail continues west across a relatively flat segment of Raft River Valley. During times of low water, Raft River would be dry and the Pierce Spring, just to the west of the river, would be flowing and would be the stopping place. The spring is now dry as the water level has been lowered by irrigation pumping. Usually both Raft River and Pierce Spring were flowing and the crossing was difficult.

Hudsepth's Cutoff and the California Trail converge into a Cassia Creek corridor that provides access to City of Rocks and Granite Pass. Except for irrigated land along Cassia Creek and some agricultural land along Hudspeth's Cutoff, emigrant routes in this area cross rangeland.

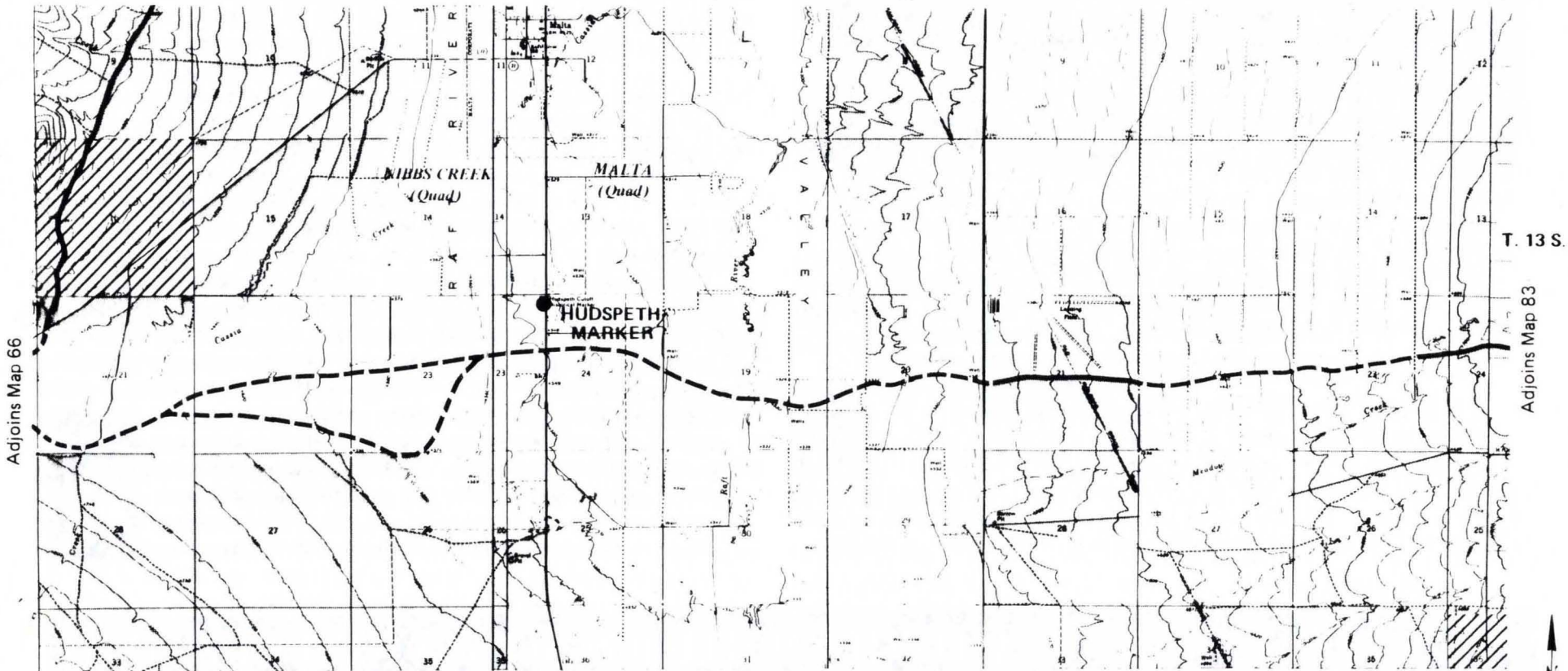
[redacted] ***Thomas Woodward - 1850.*** *...you strike the [Raft] river...it is both deep [and] dirty, and bad crossing....*[153]

[redacted] ***William Swain - 1849.*** *The plains which appeared to be 3 or 4 miles across, proved to be 16, and the stream nothing but a grayish appearance of the air across so level a plain. We found, however, a good spring brook [Pierce Spring].*[154]

[redacted] ***Joseph Middleton - 1849.*** *A fine small creek comes and meets us from the west [Cassia Creek]. It runs on our north side to the east and after entering the valley, takes a north course.*[155]

[redacted] ***Elisha R. Lewis - 1849.*** *6 miles [from Raft River] brought us to another creek [Cassia], 12 feet across it and 1 foot deep; current very quick.... We are near where the trail intersects the Fort Hall road.*[156]

[redacted] ***John Steele - 1850.*** *We have now completed the journey of Hedspath's Cutoff, and this evening the camp fires that glimmer far down the valley of Raft River show the line of the old Fort Hall road, which follows up the west side....*[157]



MAP 85

HISTORIC INDIANS OF SOUTHERN IDAHO



The Native Americans historically occupying southern Idaho are the Shoshone-Bannock and the Northern Paiute. The Shoshone-Bannock occupied the area crossed by the emigrant trails and had the principal interaction with the emigrants. The Shoshone-Bannock include two linguistically distinct groups referred to as Northern or Snake River Shoshone and Bannock.[158] The Northern Shoshone consist of a number of bands. The Bannock are a relatively small group who speak a Northern Paiute dialect.[159] While fairly restricted to southeastern Idaho after 1869, they ranged over all of southern Idaho, as well as adjacent regions, before white pressure gradually confined them to reservations.

These peoples followed a distinctive economic pattern, which characterized the previous Archaic tradition, involving the generally unspecialized and appropriate exploitation of the available resources. This exploitation was associated with seasonal movements to utilize available resources. On the Snake River Plain, these resources included major salmon runs and camas harvests in addition to general hunting activities. The use of resources was not confined to the Snake River Plain but extended to the Salmon River country, to eastern Oregon, and elsewhere with much overlapping tribal interaction, trade and exchange. The various local groups (bands) were unified by common subsistence, kinship and political cooperation that became more formalized after acquisition of the horse in the late 17th century.

As the use of horses spread northward into Idaho, the geographical horizons expanded rapidly as some groups of Northern Shoshone became mounted and traveled onto the northern Great Plains of eastern Wyoming and Montana to hunt bison. They were joined on a permanent basis by the Bannock to become a formidable force on the western Great Plains, as well as in their traditional lands in Idaho. Some groups such as the Lemhi Shoshone-Bannock rapidly acquired many Great Plains culture traits,[160] while others retained pre-horse economic patterns and material culture. Regional subgroups identify themselves by names which reflected subsistence activities, i.e., *Aguaiduka*, salmon eaters; *Knenbeduka*, ground-squirrel eaters; and *Tukudeka*, mountain-sheep eaters.

Early emigrants generally found the Indians they encountered to be cordial and helpful. However, as emigrant numbers began to multiply, the friendly relationship became strained. With a record of more than two centuries of displacing eastern tribes, many of which had been driven into the western plains with chaotic results, expansionism once again posed a threat to Indian social and economic stability.

Exposure to an alien culture in white outposts and camps scattered across their lands disrupted traditional Indian culture and resulted in difficult adjustments for many. Some less fortunate bands, particularly some Cache Valley and Salmon Falls Shoshone groups, scarcely survived at all. Armed warfare created less of a problem, however, than did difficulties which arose from a number of cultural differences and misunderstandings that led to more eduring friction and occasional conflict, especially after whites began to settle permanently in the region.

To make matters worse, Indian and white responses to incidents arising from cultural conflict also differed greatly. Many Indian cultures regarded groups or bands as responsible for offenses perpetuated by individual members. West of Iowa and Missouri, whites tended to follow a similar approach when disagreeable incidents occurred. When a theft or a shooting was blamed on Indians, a white victim was likely to fire away at any Indian he came across, without trying to ascertain any individual (or even tribal) responsibility. Needless to say, Indians who had no idea what set off such unanticipated white attacks soon learned to be suspicious when emigrant parties came by.

Until 1848, when Oregon was organized as a territory, lack of any provision for legal protection complicated matters. Prior to 1846, Ontario law applied to British subjects, but no code regulated United States citizens in Oregon. Criminal and civil procedures were lacking altogether for trappers or emigrants who came into the region. Effective protection from white criminal activity was absent west of Missouri and Iowa. White thieves and bandits operated on a considerable scale with relative impunity. Much of their activity was attributed to Indians. Eventually, emigrants began to identify some of their assailants as whites masquerading as Indians. But more than a few Indian bands got into trouble because of activities with which they had no connection.

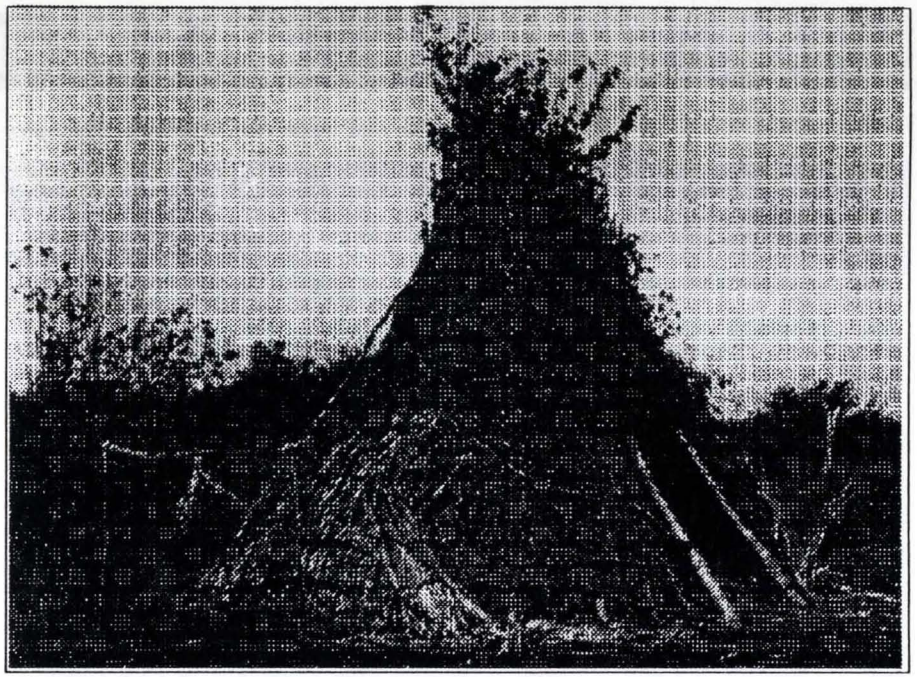
Settlers heading West varied considerably in their suspicion of Indians whom they met. Indian bands also differed in their distrust of emigrant parties. Wiser members of each group made an effort to avoid trouble, and they normally succeeded. Indians often assisted emigrant parties through their country. They provided route information and helped emigrants through difficult crossings and stretches of road. Sometimes they tried to collect tolls for passage through Indian lands, often at stream crossings and on makeshift bridges. Some emigrants paid nominal fees, while others declined.

Indian trading posts and ferries were the scene of misunderstandings. High rates were sometimes enforced by Indians who conducted stock raids on uncooperative

trains. Emigrants seeking to trade with Indian horse and stock dealers also had to bargain sharply to make any exchange at all. When handling goods that Indians prized less, they had more success. White and Indian values differed greatly, and each often thought he was able to outwit his trading adversaries. Indians who needed beads and other items common and inexpensive for the emigrant could exchange beaver and fish which were readily available until they were confined to reservations. Horses, guns, and ammunition needed by both sides were another matter.

Cordial relationships between whites and Indians grew strained after a few years of emigrant traffic through Indian lands. Fairly small initial parties left little impact. After 1848, when many thousands of whites brought vast herds of cattle and oxen, horses and mules and other stock in need of grazing, a wide zone along the trail was ruined. The emigrants found that a several-mile trip in search of grass had to be made after camping. The emigrants always supplemented their diet with any game they could successfully hunt along their routes. As time permitted, the emigrants also organized hunting parties which ventured some distance in search of fresh meat. This hunting pressure depleted the resources traditionally relied upon by the Shoshone-Bannock people. The lack of game caused serious economic dislocation for various local Shoshone-Bannock groups. This in turn helped produce demands for compensation by the tribe, which the emigrants failed to appreciate. As time passed, the Shoshone-Bannock increased their efforts to defend their resources under the leadership of individuals such as Pocatello, Targee and Tendoy. When white settlements began to grow up along or near emigrant roads, friction increased. Most Indian losses, along with white casualties, came during the period 1850-1880.

Emigrant parties often encountered Indians early on their trip west. Then they might travel for days without meeting any. After reaching Independence Rock, many emigrants believed the danger of Indian attack to be behind them and discarded their outdated weapons along the road or stored them somewhere in their wagons. Since most were farmers and not familiar with the weapons they had brought along, it was usually in their best interest that they didn't have them readily available. A number of accidental shootings can be attributed to this lack of knowledge. By 1850 emigrant fears had been aroused sufficiently that Oregon's Governor, John P. Gaines, asked President Millard Fillmore on June 13, 1851, for army protection of Snake and Columbia River emigrant roads. Snake River troubles of 1851 however, had been ascribed to an emigrant attack against the Shoshone-Bannock camped at a desirable spot on Rock Creek. Driven away by the force, the Shoshone-Bannock responded with a counterattack, resulting in three emigrant casualties. More troubles folloed that summer. After August 20, 1854, when Alexander Ward's party was almost wiped out shortly before reaching Fort Boise, Shoshone-Bannock territory became still more hazardous for all parties, both Indian and emigrant. Military guards and retaliation only made matters worse.



Shoshone-Bannock lodge in southern Idaho. (Idaho State Historical Society #77-69.4)

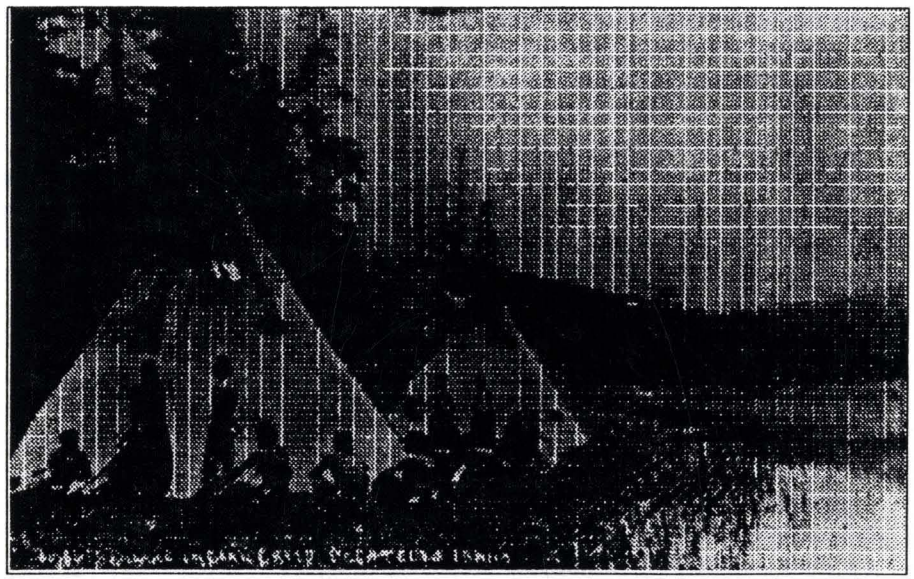
The fur trade at Fort Boise and Fort Hall had to be abandoned as a result of the incident, and Indian attacks became more frequent. By 1860, about 90 percent of white losses had occurred west of South Pass. Aside from Snake River disasters, an important series of Humboldt River troubles grew out of Paiute opposition to California Trail emigrants.

Army efforts to protect emigrant traffic west of Fort Hall often proved ineffective. A major emigrant disaster close to Snake River on September 9, 1860, brought great tribulation to those who managed to survive, and revealed the inadequacy of military protection. Emigrant escort systems were tried with some success, but not all emigrants desired to travel in such large trains. Consequently, more conflicts were forthcoming. Indians became more active after the Civil War withdrawal of the army.

By 1868 the Shoshone-Bannock Treaty of Fort Bridger had reserved the right of the Shoshone-Bannock tribes to continue their traditional subsistence on unoccupied lands of the United States. After the forced removal of most Boise and Bruneau Shoshone families to Fort Hall in 1869, lack of funds (in accord with standard reservation administrative practice of that era), left them no alternative to continuing their traditional way

of life with extreme limitation because of land and resource losses as a result of emigrant activities. An effort at farming apparently was succeeding until hordes of grasshoppers ate practically all their crops in both 1869 and 1870. So they returned to the Camas Prairie and to their traditional Snake River summer salmon fishing areas below Fort Boise. In 1870, military authorities at Fort Hall refused to attempt to detain them, and their regular seasonal use of trail routes continued. This was natural, since they had opened those routes originally.

During General O. O. Howard's Nez Perce campaign, Buffalo Horn and his Shoshone-Bannock scouts made a long trip in 1877 as army employees. That got them by one season and encouraged them to take on Howard's army themselves in 1878. Enough shooting incidents disturbed 200 of Buffalo Horn's Shoshone-Bannock people that they went to war on Camas Prairie in June of 1878, partly out of rage because of white occupation of their camas grounds. While Buffalo Horn did not use regular emigrant roads during his trip west to join his Northern Paiute associates, some military movements followed emigrant routes as Bannock bands returned from Oregon to Idaho later that summer. Although their campaign against General Howard proved unproductive for a small Bannock minority who participated, after their return to Fort Hall they still faced a very difficult situation. Some managed a limited amount of farm production, but many still had to rely upon their regular cycle of hunting and fishing trips. Even after 1880, continued use of fish and game helped to ward off starvation.



Shoshone-Bannock camp in southern Idaho. (Idaho State Historical Society #862)

Altogether, Shoshone-Bannock adjustment to life based at Fort Hall continued to be very difficult after 1880. White values and farming did not fit their traditional way of life. Yet they no longer could survive very easily with their traditional hunting, fishing, camas, and bitterroot economy either. Cattle-raising helped some. Most whites who tried to help them wanted to substitute white culture for the Indians' traditional values. As generally happened with Indians, such attempts proved counterproductive. The Shoshone-Bannock were still relying on off-reservation subsistence resources for survival. Agents encouraged them in this and their physical survival depended upon these traditional resources. Equally important to the Shoshone-Bannock people was their ritual and ceremonial life, which depended upon off-reservation resources secured by the Fort Bridger Treaty of 1868. The growing non-Indian population pressure to restrict the Shoshone-Bannock inhabitants at their Fort Hall reservation were intensified after 1896. An agreement providing for individual land ownership (a system that still did not have much appeal to Fort Hall's Indian population) and for allowing white entry onto reservation lands went into effect in 1902. In 1907 the Lemhi Shoshone-Bannock were moved from their Lemhi Valley reservation to Fort Hall. These changes, however, made matters worse. Fractional land ownership created problems that resisted solution for another eighty years. And other forms of forced acculturation have produced exremely unfortunate, if predictable, results.

The 20th century may be described as a time in which the modern Shoshone-Bannock tribe emerges. Although the beginning of the 20th century was a dark and uncompromising time, reforms in federal policy toward the tribe under the Roosevelt administration laid the foundation for a resurgence of tribal vitality, health, self-government and self-determination that ultimately is responsible for the current social, economic and cultural development taking place among the Shoshone-Bannock. Much of the ancient cultural heritage of the Shoshone-Bannock has survived and is seen in their language, religious practices, family life and political organization. Although the Shoshone-Bannock reservation land base and natural resources had been severely eroded by the first third of the 20th century, the tribes have been increasingly able to protect them as their emerging modern tribal governing system and economy have become ever more effective. Most notable recent trends include reserved water rights negotiation with the State of Idaho and the reassertion of reserved treaty rights to off-reservation natural resource. The Shoshone-Bannock are now taking control of their future and rejecting dependency status under which they entered the 20th century. Indicative of this is their rapid population recovery, economic development and general cultural revitalization now under way at Fort Hall.

LANDER ROAD: CALIFORNIA NATIONAL HISTORIC TRAIL

Wyoming State Line to Ross Fork Maps 86 - 92

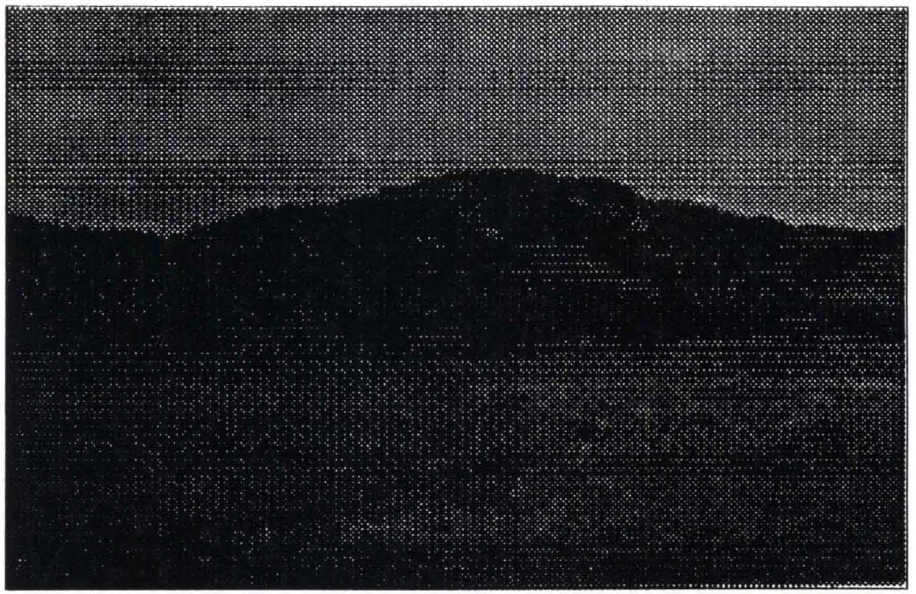
In 1857, Congress authorized funds for Interior Department wagon road construction along a southern as well as a central route, a politically acceptable combination that finally broke the deadlock which had stifled the Pacific railroad program. Central route improvements were to be provided by construction of a Fort Kearny, South Pass, and Honey Lake Wagon Road. Secretary of the Interior Jacob Thompson appointed Albert H. Campbell General Superintendent of the Pacific Wagon Road office. Campbell split his central route project into three divisions: Fort Kearny to Independence Rock, Independence Rock to City of Rocks, and City of Rocks to California. William M. F. Magraw was appointed superintendent of the eastern and central divisions.[161]

Campbell ordered Magraw to improve the existing emigrant road only as far west as South Pass. From there to City of Rocks he was to pioneer a new route. While Magraw worked east of South Pass, his chief engineer, Frederick West Lander, explored potential routes west of South Pass.

Lander divided his expedition into various groups. Among others, he dispatched John F. Mullowey to examine existing cutoffs, particularly Milton Sublette's Cutoff, and the Dempsey and Hockaday road. B. F. Ficklin was dispatched to find the best route between Big Sandy River and the Green River desert. Meanwhile, Lander located a new route branching off the Oregon Trail near South Pass, across the headwaters of the Big Sandy River, and then westward across Green River to Thompson Pass. From there the route followed the Salt River Valley about twenty miles north before turning west to Fort Hall.

The decision ultimately to build a new road to the north along Lander's route was partly influenced by Mormon resistance to Albert Sidney Johnston's Utah expedition of 1857-1858.[162]

He stationed a guide at South Pass to direct the emigration onto the new road. When the guide was killed in a gunfight, he stationed an ex-soldier at Gilbert's trading post to hand out copies of his newly published guidebook. 13,000 emigrants reportedly passed over the Lander Road during its first season in operation. Lander rebuilt and improved sections of the road in 1859, and a California correspondent called the Lander Trail the "model emigrant route of America."[163]



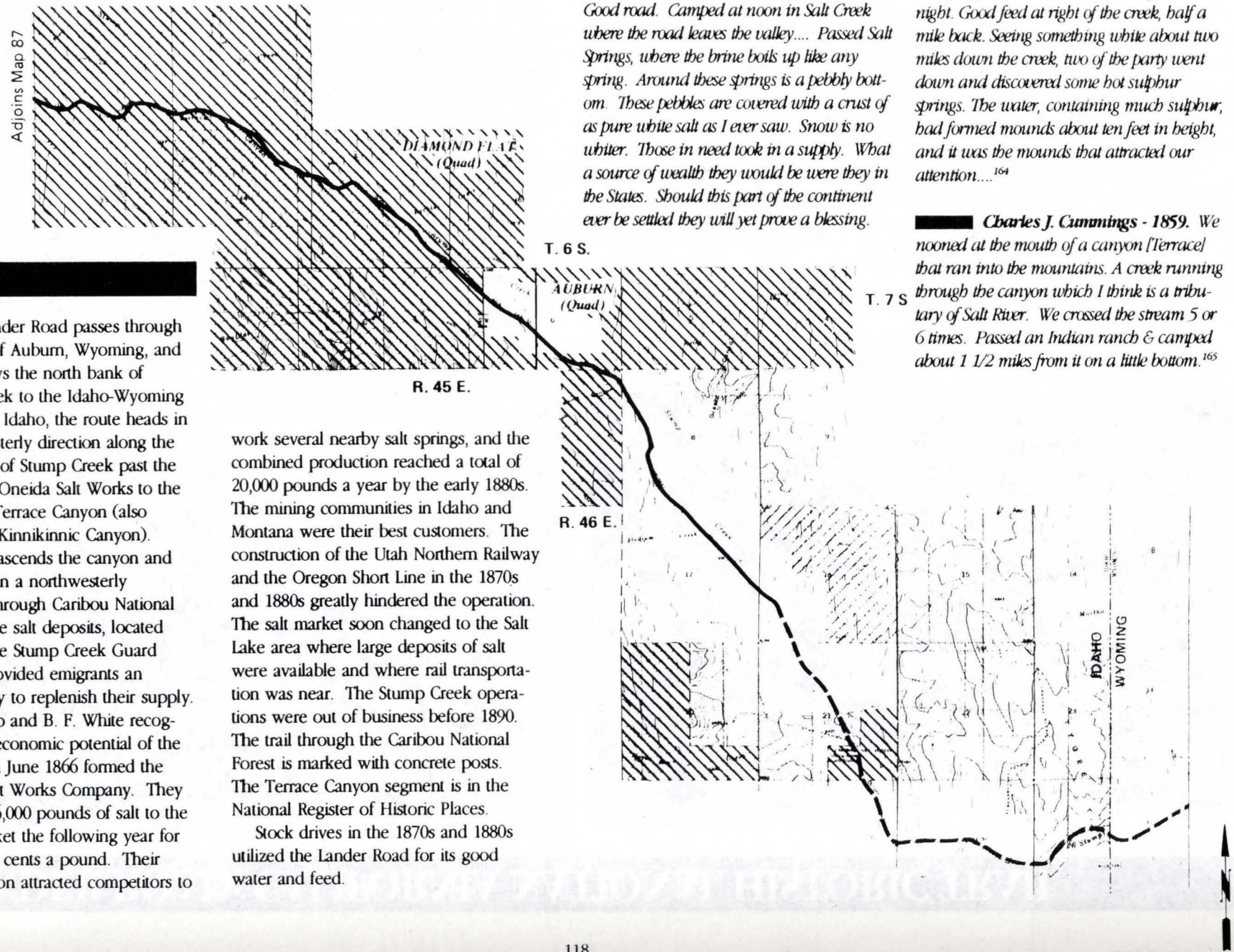
After entering present-day Idaho, the emigrants on the Lander Road would have had this view to the northwest toward Terrace Canyon. (Larry R. Jones, Idaho Historical Society)

LEGEND

- Emigrant Trail (Visible)
- Emigrant Trail (Possible Route, not visible)
- Historic Site or Landmark
- Public Lands Administered by BLM
- State of Idaho Lands
- U.S. Forest Service
- Other Federal Lands

Scale: 1 Inch to 1 Mile

Please Respect Private Property Rights



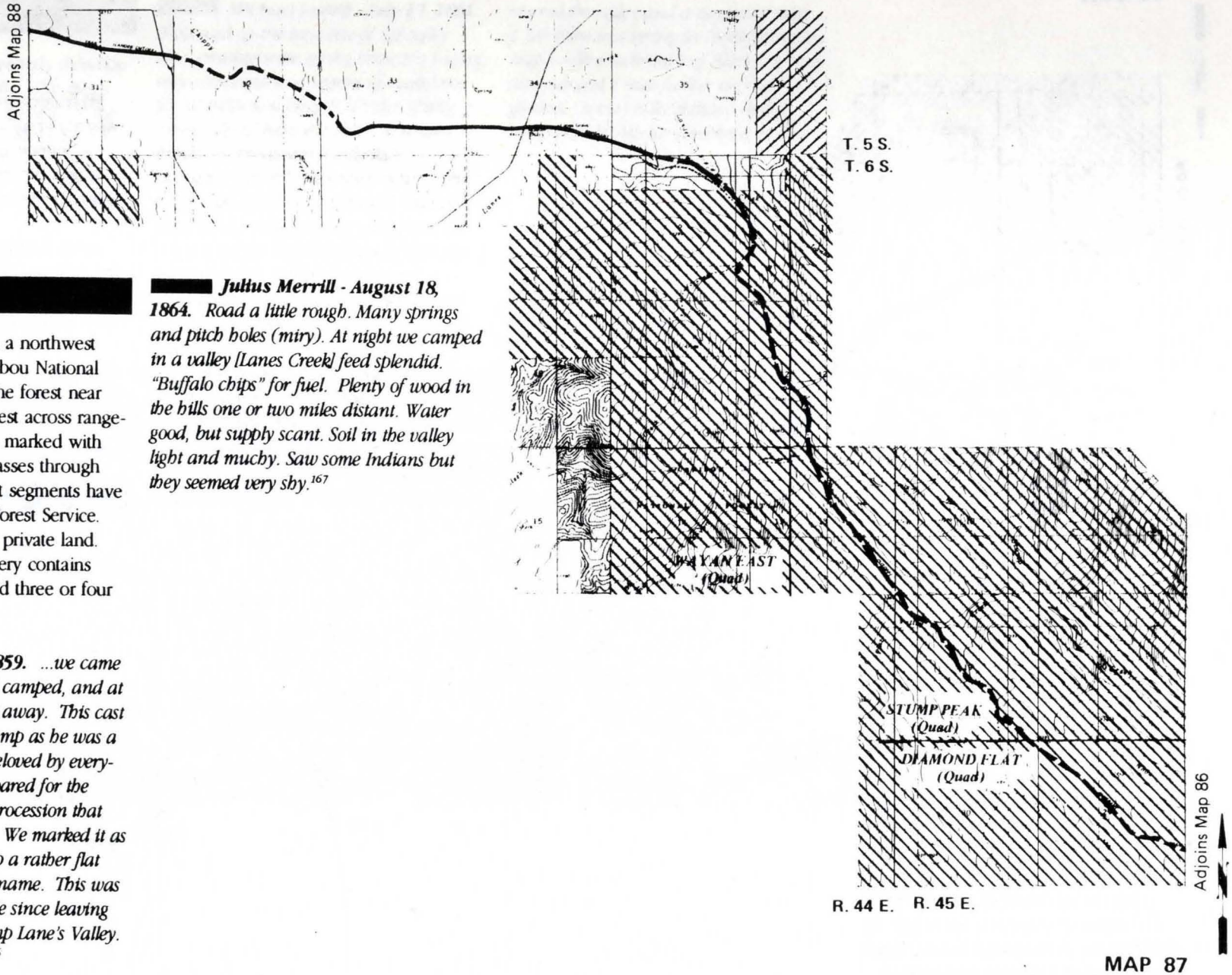
MAP 86

The Lander Road passes through the town of Auburn, Wyoming, and then follows the north bank of Stump Creek to the Idaho-Wyoming border. In Idaho, the route heads in a northwesterly direction along the west bank of Stump Creek past the site of the Oneida Salt Works to the mouth of Terrace Canyon (also known as Kinnikinnic Canyon). The route ascends the canyon and continues in a northwesterly direction through Caribou National Forest. The salt deposits, located north of the Stump Creek Guard Station, provided emigrants an opportunity to replenish their supply. J. M. Stump and B. F. White recognized the economic potential of the site, and in June 1866 formed the Oneida Salt Works Company. They delivered 6,000 pounds of salt to the Boise market the following year for sale at five cents a pound. Their success soon attracted competitors to work several nearby salt springs, and the combined production reached a total of 20,000 pounds a year by the early 1880s. The mining communities in Idaho and Montana were their best customers. The construction of the Utah Northern Railway and the Oregon Short Line in the 1870s and 1880s greatly hindered the operation. The salt market soon changed to the Salt Lake area where large deposits of salt were available and where rail transportation was near. The Stump Creek operations were out of business before 1890. The trail through the Caribou National Forest is marked with concrete posts. The Terrace Canyon segment is in the National Register of Historic Places.

Stock drives in the 1870s and 1880s utilized the Lander Road for its good water and feed.

Julius Merrill - August 17, 1864. *Good road. Camped at noon in Salt Creek where the road leaves the valley.... Passed Salt Springs, where the brine boils up like any spring. Around these springs is a pebbly bottom. These pebbles are covered with a crust of as pure white salt as I ever saw. Snow is no whiter. Those in need took in a supply. What a source of wealth they would be were they in the States. Should this part of the continent ever be settled they will yet prove a blessing. Plenty of feed, wood, water and sage hens at night. Good feed at right of the creek, half a mile back. Seeing something white about two miles down the creek, two of the party went down and discovered some hot sulphur springs. The water, containing much sulphur, had formed mounds about ten feet in height, and it was the mounds that attracted our attention....*[164]

Charles J. Cummings - 1859. *We nooned at the mouth of a canyon [Terrace] that ran into the mountains. A creek running through the canyon which I think is a tributary of Salt River. We crossed the stream 5 or 6 times. Passed an Indian ranch & camped about 1 1/2 miles from it on a little bottom.*[165]

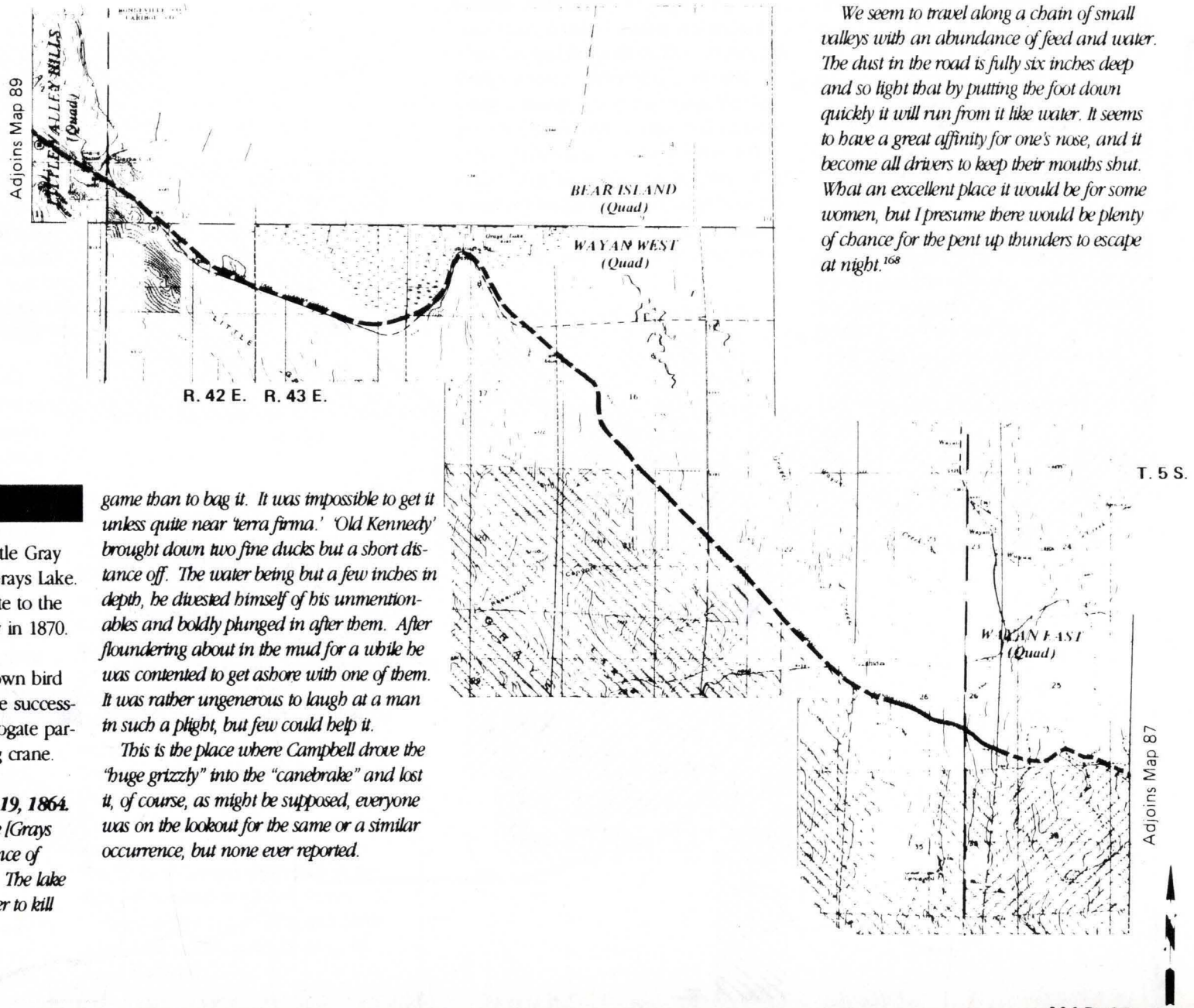


MAP 87

The route continues in a northwest direction through the Caribou National Forest. The road leaves the forest near Lanes Creek and heads west across rangeland. The route has been marked with concrete posts where it passes through National Forest. Two short segments have been fenced by the U.S. Forest Service. Lane's grave is located on private land. The small enclosed cemetery contains the grave of J. W. Lane and three or four other unidentified graves.

[redacted] ***Joel Barnett - 1859.*** *...we came to another little valley and camped, and at this camp Mr. Lane passed away. This cast a great sadness over the camp as he was a fine old man and much beloved by everyone. The next day we prepared for the funeral and it was a sad procession that marched up to that grave. We marked it as best we could by putting up a rather flat stone on which we put his name. This was the first grave we had made since leaving home. We named this camp Lane's Valley. July 18, 1859 J. W. Lane.*[166]

[redacted] ***Julius Merrill - August 18, 1864.*** *Road a little rough. Many springs and pitch holes (miry). At night we camped in a valley [Lanes Creek] feed splendid. "Buffalo chips" for fuel. Plenty of wood in the hills one or two miles distant. Water good, but supply scant. Soil in the valley light and muchy. Saw some Indians but they seemed very shy.*[167]



We seem to travel along a chain of small valleys with an abundance of feed and water. The dust in the road is fully six inches deep and so light that by putting the foot down quickly it will run from it like water. It seems to have a great affinity for one's nose, and it become all drivers to keep their mouths shut. What an excellent place it would be for some women, but I presume there would be plenty of chance for the pent up thunders to escape at night.[168]

MAP 88

The road continues to skirt Little Gray Ridge to the southern banks of Grays Lake. The area served as an access route to the Cariboo mines discovered nearby in 1870. Ranching soon followed.

Grays Lake is a nationally known bird refuge where sandhill cranes have successfully been encouraged to be surrogate parents for the threatened whooping crane.

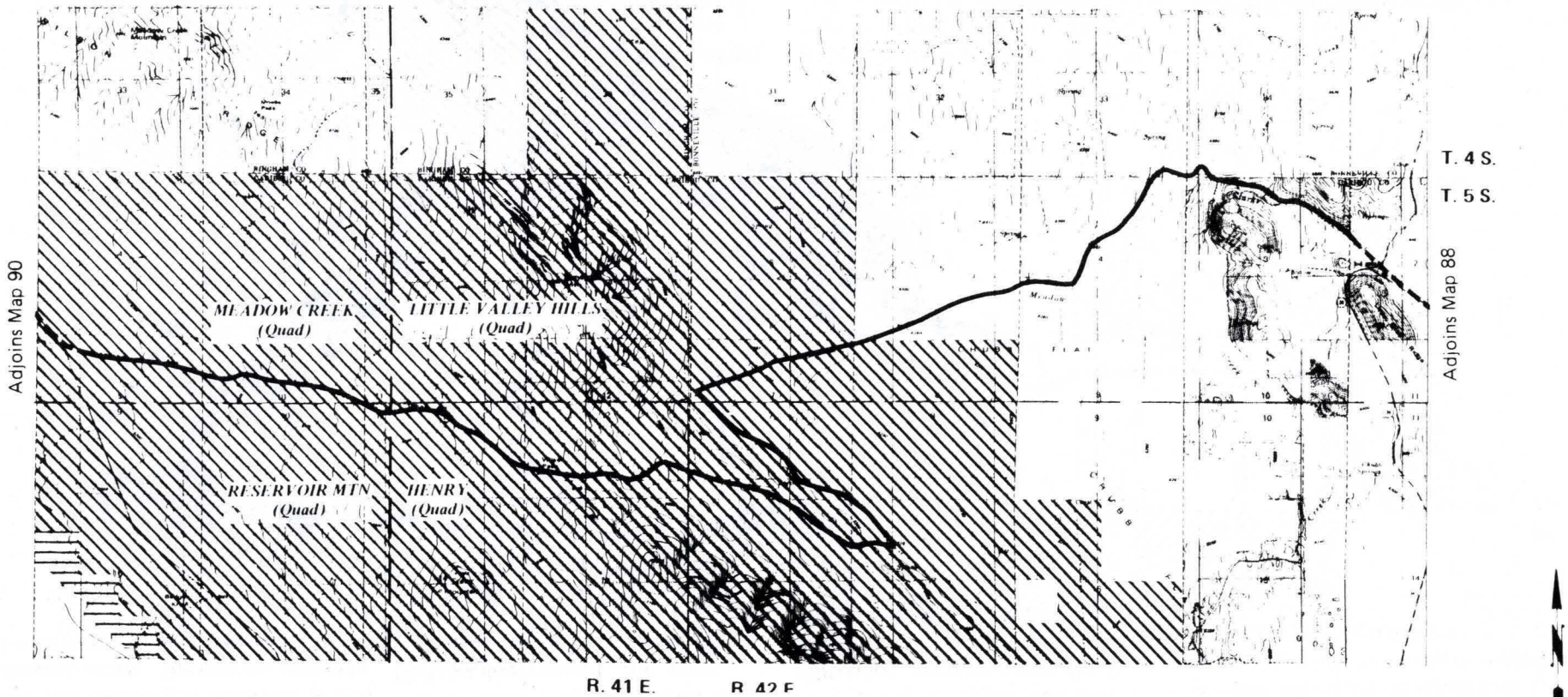
Julius Merrill - August 19, 1864. *Camped at noon beside Toolie Lake [Grays Lake], where there was an abundance of ducks, geese, and other water fowl. The lake is very marshy, and it is much easier to kill game than to bag it. It was impossible to get it unless quite near 'terra firma.' 'Old Kennedy' brought down two fine ducks but a short distance off. The water being but a few inches in depth, he divested himself of his unmentionables and boldly plunged in after them. After floundering about in the mud for a while he was contented to get ashore with one of them. It was rather ungenerous to laugh at a man in such a plight, but few could help it.*

This is the place where Campbell drove the "huge grizzly" into the "canebrake" and lost it, of course, as might be supposed, everyone was on the lookout for the same or a similar occurrence, but none ever reported.

MAP 89

The road heads in a westerly direction across the Little Valley Hills. The rangeland is used for livestock grazing. Some segments of the route are still visible.

[redacted] Michael Luark - July 17, 1861. *[F]ollowed up the west side of the valley after crossing some spring branches having very good road and legions of musketoes for 10 miles to a branch of Otter Spring Creek. Then down the valley westward 1 1/2 to Otter spring Creek. then we crossed the valley and a moderate ridge 1 3/4 miles to a spring in Blackfoot valley and 1 mile to a branch of Blackfoot river and camped 1 mile further on high ground. Some Snake Indians visited camp trading fish for something to eat.*[169]

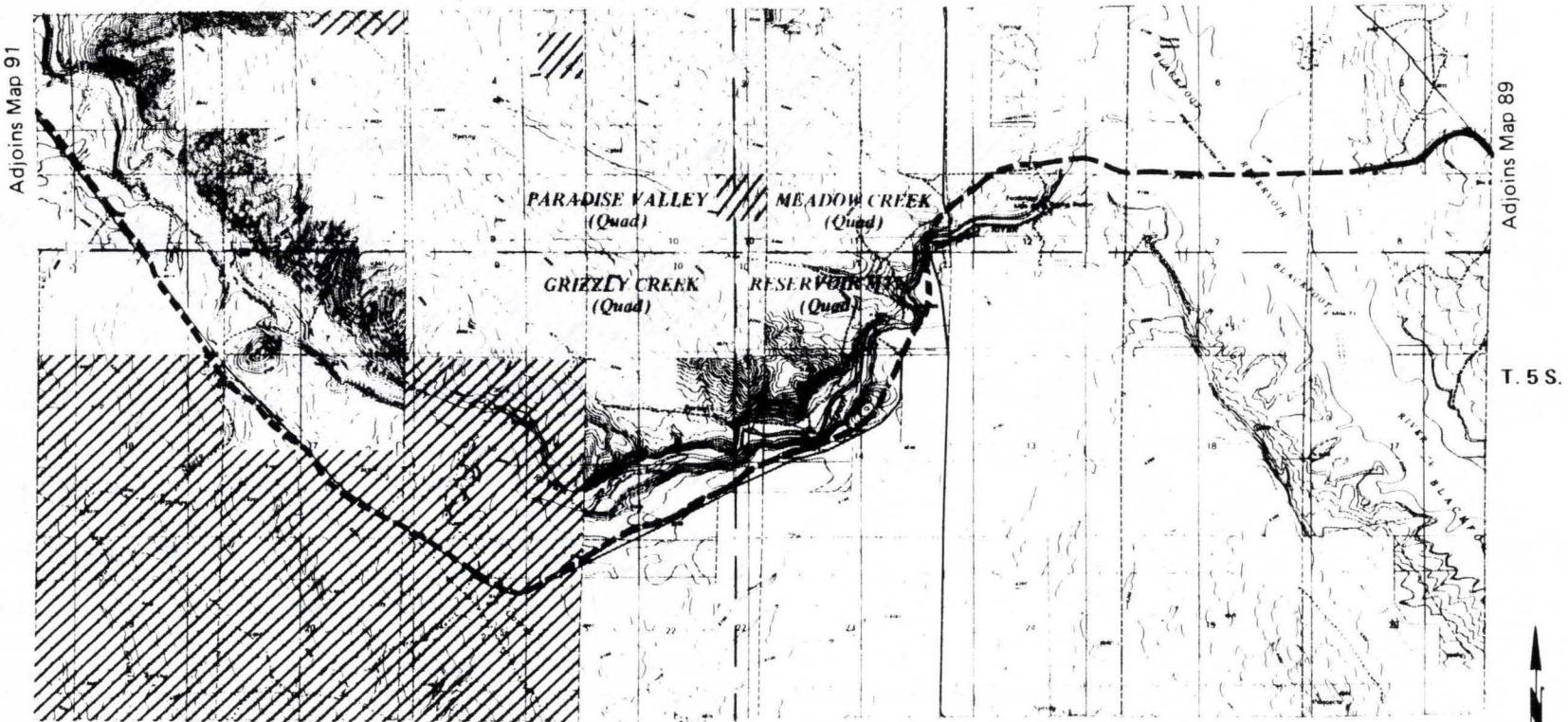


MAP 89

MAP 90

The route heads southwesterly to the crossing of the Blackfoot River, and then continues to follow river in a northwesterly direction. Ranching developed in the area after Cariboo gold discoveries in 1870 attracted interest. The reservoir created by the construction of the Blackfoot Dam, 1906-1912, currently inundates a portion of the road. Remnants are still visible at the crossing of the river. Following gold discoveries in Montana in 1862, emigrants on the Oregon Trail could take a route north from Soda Springs to Montana. This road bisected the Lander Road at the Blackfoot River crossing. This route received its first substantial use in 1864.

Julius Merrill - August 20, 1864. *Camped on Blackfoot River. Being in a low state of water, it was only about two rods in width. There is quite a valley beside it, and the soil is good but needs irrigation like all the rest of this side of the Rocky Mountains. Of feed there is an abundance. Wood three miles distant. Here we intersect the Soda Springs and Virginia City road. We met some trains who left South Pass at the same time we did and came by way of Subletts Cutoff, showing the distance to be nearly the same. At the junction of the roads there is a ranch, the first one since leaving South Pass Station. Ranchmen buy lame, worn-out cattle from the emigrants very cheaply. By putting them upon good feed they soon revive, are ready for market, and bring a good price.*[170]



MAP 90

MAP 91

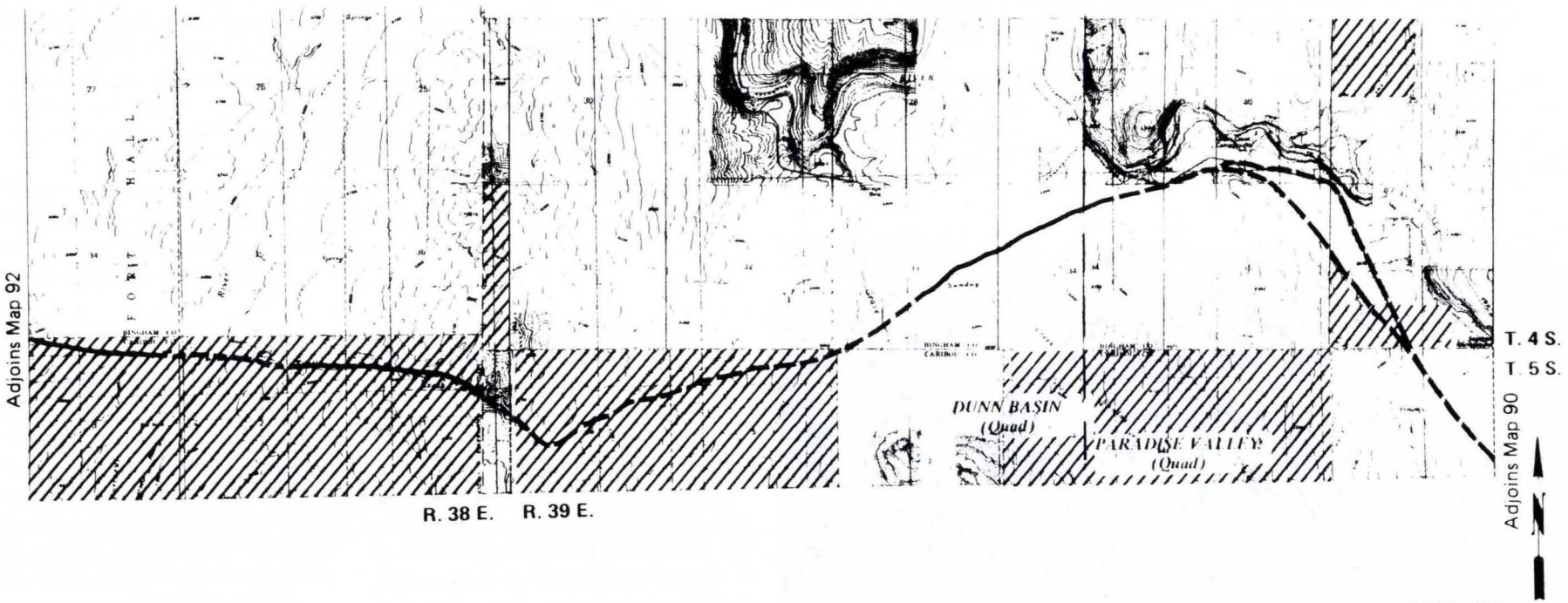
The road departs from the Blackfoot River and heads in a southwesterly direction. It enters the Fort Hall Indian Reservation in Section 1, T5S, R38E, and continues west through rolling rangeland. The reservation was established in 1867.

[redacted] ***Michael Luark - July 18, 1861.*** *...4 3/4 miles to a point where the road leaves the River. Then 1 3/4 miles to Thistle Creek [Grave Creek] 5 miles over a low divide to the head of Portneuf river and camp.*[171]

[redacted] ***Julius Merrill - August 23, 1864.*** *Cattle must travel lame or not. Drove about 4 miles and camped in consequence of a smart rain which lasted nearly all day. Were camped on a small creek that emptied into Blackfoot about a mile below us [Corral Creek] Cary and I caught some fine trout, also "Steeve" and "Doc." Feed splendid. Road good and not so much travelled.*

August 24, 1864. *...fine day for driving, the dust being well laid from yesterday's rain. Crossed a small creek two miles from camp. Leave Blackfoot River to the right. Six miles further and camped for dinner at a creek. Good fed and water. Met some men from Cash Valley with vegetables. The unmerciful wretches asked two bits per pound. Two Bits! Not any for us.*

Drove about seven miles in P.M. good road but no timber. Soda Spring Road joins ours about seventee miles for the Virginia City Road. Camped at night at base of hills and were road enters a canyon.[172]

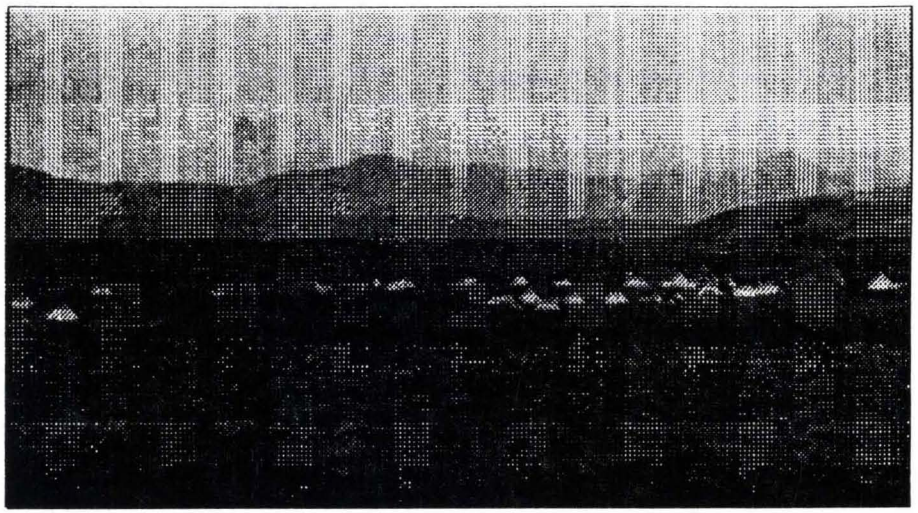


MAP 91

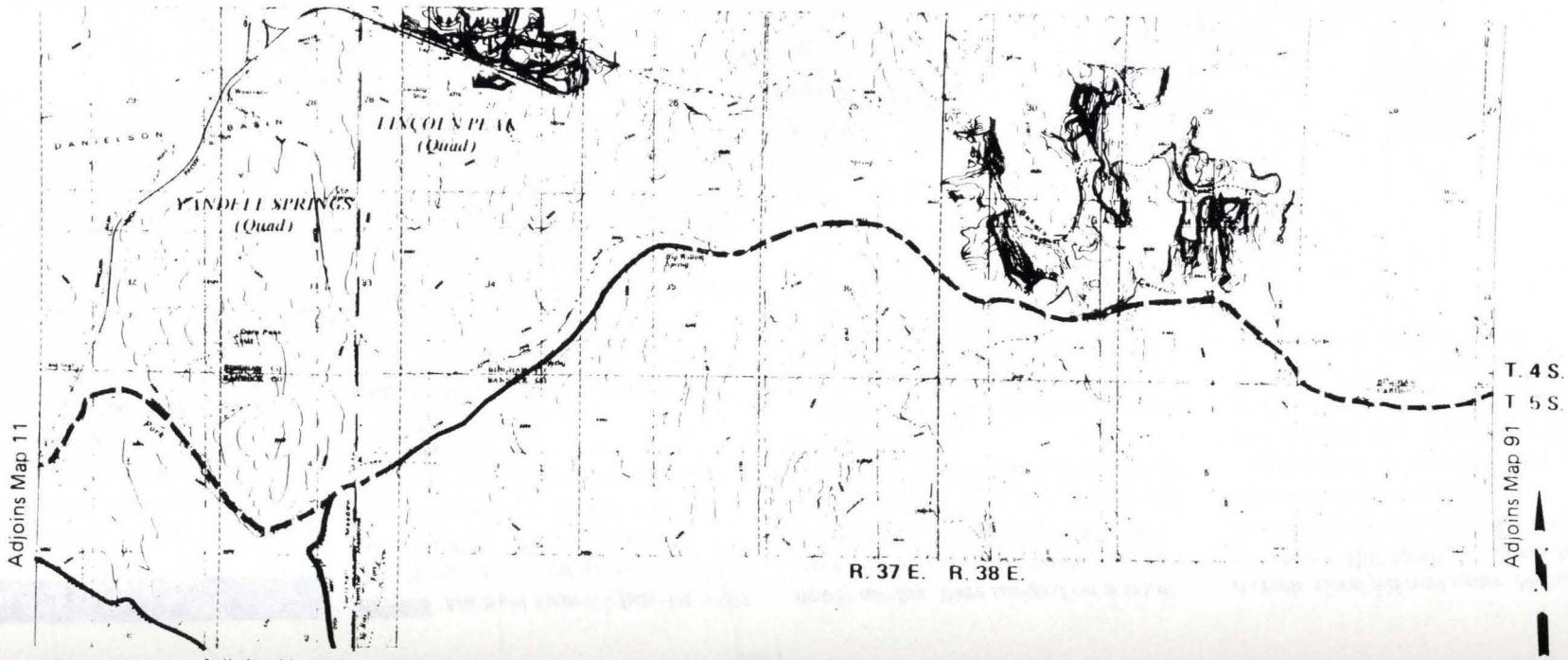
MAP 92

The road continues in a westerly direction through the Fort Hall Indian Reservation across rolling rangeland. The road intersects the Oregon Trail on Ross Fork. Phosphate mining, served by a Ross Fork Union Pacific access line, has increased development activities in the area. Two small segments are visible at the crossings of Ross Fork. A brief segment is also visible about three miles east of the crossings.

Charles J. Cummings - July 29, 1859. *Went about 2 miles and came to a creek [Ross Fork]. Here we found Lander's camp. Should think there were about 16 or 18 wagons. They had done but little work where they were. Had not been there but a few days. Along this creek for about half a mile the rocky bluffs are quite bold, & then the rode runs over a very pretty prairie. Kept in sight of the same creek & nooned on it. Followed the creek about 5 miles further & crossed it. Here we came to a levil pratirie entirely covered with sage brush. Had more the aperence of a desert than any thing I have seen.*[173]



Shoshone-Bannock camp on Ross Fork, 1904. (Idaho State Historical Society, #79-148.8, Susie Boice Trego)



ARMY EXPEDITIONS



With feasibility of overland travel to the Pacific Coast demonstrated by 1836, advocates of Manifest Destiny promoted emigration to Oregon. Leaders such as Senator Thomas Hart Benton of Missouri undertook the task of inducing the Federal government to actively support emigration and to consciously use settlement as a diplomatic lever to gain a favorable Oregon boundary treaty with Great Britain.[174] In 1838, the United States Army Corps of Topographical Engineers, under Colonel John James Abert, was organized into an independent military branch dedicated to western exploration. ***John Charles Fremont***, Benton's son-in-law and a Topographical Engineers officer, became a vocal agent of Manifest Destiny. Fremont wrote:

> *My mind had been quick to see a larger field and differing and greater results. It would be travel over a part of the world which remained the new — the opening up of unknown lands; the making unknown countries known; and the study without books — the learning at firsthand from nature herself; the drinking first at her unknown springs — became a source of never-ending delight to me.*[175]

Fremont's primary concern would be not to provide scientifically accurate inventories or collections of resources, but to publicize the West as an exclusively American national treasure, which destiny reserved to the American people. According to historian ***William H. Goetzmann***:

> *To the people of the time...exact details seemed to matter little. Episodes and impressions conveying emotion were all that was important. What did the public at large care for precise knowledge when it had such noble deeds to contemplate, and such heroes to worship?*[176]

Fremont encountered an emigrant campground on Bear River, at the mouth of Thomas Fork. He passed Beer Springs, Steamboat Springs, and Alexander Crater on August 25, 1843, but detoured the next day to the Salt Lake Valley. After heading back to Fort Hall, he noted:

> *Beyond this place, on the line of road along the barren valley of the Upper Columbia, there does not occur, for a distance of nearly three hundred miles to the westward, a fertile spot of ground sufficiently large to produce the necessary quantity of grain, or pasturage enough to allow even a temporary repose to the emigrants. On their recent passage, they have been able to obtain, at very high prices and in insufficient quantity, only such assistance as could be afforded by a small and remote trading post — and that a foreign one...an American military post sufficiently strong to give their road a perfect security against the Indian tribes, who are unsettled in locality and very uncertain in their disposition, and which, with the necessary facilities for the repair of their equipage, would be able to afford them relief in stock and grain from the produce of the post would be of extraordinary value to the emigration. Such a post (and all others which may be established on the line to Oregon) would naturally form the nucleus of a settlement, at which supplies and repose would be obtained by the emigrant, or trading caravans, which may hereafter traverse these elevated, and, in many places, desolate and inhospitable regions.*[177]

The party camped at the mouth of "Pannack" River September 22. Within a week, however, near Raft River, Fremont was forced to split his party into two groups because of the roughness of the road; he again detailed Fitzpatrick to lead the heavier wagons. Fremont camped at Kanaka Rapids near some Indian lodges October 1. Of the Indians, he recorded:

> *These appeared to be unusually gay savages, fond of loud laughter; and, in their apparent good nature and merry character, struck me as being entirely different from the Indians we had been accustomed to see....*
>
> *These poor people are but slightly provided with winter clothing; there is but little game to furnish skins for the purpose; and of a little animal which seemed to be the most numerous, it required 20 skins to make a covering to the knees. But they are still a joyous talkative race, who grow fat and become poor with the salmon, which at least never fail them — the dried being used in the absence of the fresh. We are encamped immediately on the river bank, and with the salmon jumping up out of the water, and Indians paddling about in boats made of rushes, or laughing around the fires, the camp to-night has quite a lively appearance.*[178]

Along Snake River, below Salmon Falls, Indians were frequently encountered:

> *At every little rapid where fish are to be caught, and the cry "haggai, haggai" [fish] was constantly heard whenever we passed near their huts, or met them in the road. Very many of them were oddly and partially dressed in overcoat, shirt, waist-*

coat, or pantaloons, or whatever article of clothing they had been able to procure in trade from the emigrants; for we had not entirely quitted the country where hawk's bells, beads, and vermilion, were the current coin, and found that here only useful articles, and chiefly clothing, were in great request. These, however, are eagerly sought after; and for a few trifling pieces of clothing, travellers may procure food sufficient to carry them to the Columbia.[179]

Fremont forded Snake River at Three Island Crossing October 3 and camped on the north bank "where we landed, among the Indian lodges, which are semicircular huts made of willow, thatched over with straw, and open to the sunny south."[180] Passing Hot Springs, east of Mountain Home, October 5, Fremont arrived at Fort Boise October 9. Crossing the Snake River, Fremont continued to Fort Vancouver. Three years later, Charles Preuss's Oregon Trail map was published. In William Goetzmann's opinion, "It was Fremont's greatest contribution to the development of the western frontier." Fremont had provided inspiration for emigration, and Preuss had provided a guide.[181]

In addition to encouragement and information directly provided by Fremont to potential emigrants, he also aided the western movement through delivery of letters from successful travelers. The following letter was carried east by Fremont and mailed in St. Louis August 8, 1844.

Jesse Looney - Oct. 27, 1843. Waillatpu, Oregon Ter.

Dear Sir:

I embrace the opportunity of writing to you from this far country, afforded me by the return of Lieut. Fremont to the states this winter. He thinks he will be at Independence, Mo., by January next, which will be in time for those who intend coming next season to this country to get some information about the necessary preparations to be made for the journey.

It is a long tiresome trip from the states to this country, but the company of emigrants came through safely this season — to the number of one thousand persons, with something over one hundred wagons — to this place, which is 250 miles east of the Willamette Valley, and with the exception of myself and a few others, they have all gone on down, intending to go through this winter if possible.

About half of them have traded off their stock at Walla Walla, 25 miles below here, and are going by water; the balance went on by land to the Methodist Mission, 175 miles below this, intending to take water there. I have stoopped here in the Walla Walla Valley to spend the winter in order to save my stock. This is a fine valley of land excellent water, good climate, and the finest kind of pine timber on the surrounding mountains; and above all, a first rate range for stock both winter and summer. The Indians are friendly and have plenty of grain and potatoes, and a good many hogs and cattle.

The missionaries at this and the other Missions have raised fine crops of wheat, corn, potatoes, etc., so that provisions can be procured here upon as good or better terms than in the lower settlements are present.

Cattle are valuable here, especially American cattle. Things induced me to stop here for the winter, save my stock and take them down in the Spring.

In preparing for the journey across the mountains, you cannot be to particular in the choice of a wagon — it should be strong in every part, and yet it should not be very heavy. The large size two horse Yankee wagons are the most suitable wagons that I have seen on this trip. You should have nothing but your clothing, bedding and provisions. Goods are cheaper here than in the states. Let your main load be provisions — flour and bacon. Put in about as much loading as one yoke of cattle can draw handily, and then put on three yoke of cattle and take an extra yoke for a change in case of failure from lameness or sore necks, and you can come without any difficulty. The road is good, much better than we expected, but it is long. Bring al the loose cattle you can get, especially milch cows and heifers. Do not attempt to bring calves — they will not come through and by losing them you will be in danger of losing their mother. I cannot urge you too strongly to be sure of plenty of provisions — do not depnd on the game. You may get some, or you may not, it is uncertain.

We were about five months on the road to this place, and I had plenty of flour, etc., to do me, but most of the company were out long before they got here, and there is little or nothing to be had in the way of provisions at the forts on the way. I would advise you to start as soon as the grass will admit of. We might have started a month sooner than we did, and then we would have been here to have gone through with our cattle this winter. We left Independence the 22nd of May, and we are just about a month too late.

Myself and family were all sick when we left and continued so until we left Blue River and the rains and mud, but then we struck the high land along the Platte we began to mend and continued to do so until we are all well. My own health is better than it has been for many years, and so far as I have seen this country I think it is very healthful.

There was some sickness on the road, though not more than might have been expected in so large a company. There were five or six deaths on the road, some by sickness and some by accident, and there were some eight or ten births on the road. There was little or no sickness amongst them when they got here.

Up on the whole we fared much better than we expected. We found water every night but one, though it was sometimes not very good and we always found something to make a fire, but not always good wood.

We had no interruption from the Indians, unless, indeed, they might have stolen a horse now and then to get a little something for bringing him in. Our greatest difficulty was in crossing the rivers. We got over them all safely, except one man was drowned, and he did not cross with the main company, having quit the company and gotten behind.

Mrs. Looney says prepare yourselves with good strong clothing for the road or the wild sage will trip you. This shrub is very plentiful and was hard on our teams,

especially those that went before, but it will not be so bad on those that come next year, for we have left a plain well beaten road all of the way.

I will have a better opportunity of giving you an account of this country next spring, and want you to write the first chance. No more, your brother until death.[182]

Exploration of the West was boosted by a diplomatic crisis with Mexico in 1845 arising from Texas annexation measures. Three trans Mississippi expeditions were launched that year to gather data on the West, when federal authorities realized that war was imminent. However, not all Western exploration was intended to promote the doctrine of manifest destiny. Opponents of expansion attempted to thwart Fremont and Senator Benton. They found an ally in another officer of the United States Army, Colonel Stephen Watts Kearny.

Kearny was detailed with five companies (about 250 men) of the First Dragoons to make a cavalry demonstration for the Indians on the Great Plains and thus to awe them in preparation for an expected war with Mexico. Furthermore, he was ordered to gather information on the plains and to protect the emigration as far as South Pass. As an alternative to construction of chains of forts to form nuclei of settlements, proposed by such proponents of manifest destiny as Fremont and Benton, an experiment would be made in the use of cavalry forays as a means of keeping peace and controlling the Indians. Kearny's pessimistic mind saw the West not as Fremont's garden of opportunity inviting settlement, but instead as an uninhabitable desert.

Kearny's expedition included two Howitzers and herds of cattle and sheep and was expected to be self-sufficient, grazing its horses on the prairies. Kearny was assisted by Lieutenant William B. Franklin of the Topographical Engineers as cartographer.

Kearny ultimately covered 2,200 miles in 99 days, following the Platte River Road to South Pass. As he had hoped, he successfully demonstrated the utility of mounted troops on the Great Plains and provided ammunition for those who saw the military's role in the West as simply one of frontier defense, rather than as an active agent of emigration and settlement.

Two years later, with the conclusion of the Mexican War, Kearny (now a general) returned to the plains. He marched from Sutter's Fort in California to Fort Leavenworth via the California Trail-Humboldt River route through Fort Hall.

While Kearny was out demonstrating that a series of Oregon Trail posts was unnecessary, Congress decided to go ahead with such a plan. Presidents Tyler and Polk had requested such action regularly after 1841. By act of May 19, 1846, Congress provided for a series of protective emigrant-trail forts. An expedition of mounted riflemen was expected to build them. This effort was diverted by Mexican War commitments; but following a settlement in 1848 with Mexico, the plan went into effect.

Held back by Mexican War diversions followed by financial and logistical problems, United States Army officers finally came West in 1849 to establish a series of emigrant road posts authorized in 1846. Several detachments of mounted riflemen undertook the task. After an earlier choice of a Missouri River Fort Kearny had proved inappropriate, a new Platte River Fort Kearny was built. Farther west, Fort Laramie was converted into an army installation. As a Hudson's Bay Company post, Fort Hall could not be transformed into an army outpost so easily. But a temporary Cantonment Loring was started nearby. Fort Dalles and Fort Vancouver completed the series a year later. No permanent army fort was built in 1849, although two army outposts, Fort Boise and Fort Hall (neither close to its Hudson's Bay Company antecedents), eventually were provided for Idaho. While passing by on their construction campaign, however, army units were conspicuous and active in 1849.

Colonel William Win Loring set out from Fort Leavenworth for Fort Vancouver with over 600 men and officers, 700 horses, 1,200 mules, and 171 wagons with oxen to pull them. With that large force, he faced major problems in trying to reach Oregon during California's 1849 gold rush. Some of his command deserted to go hunt gold. All of his riflemen were inconvenienced by lack of grazing land for their horses, mules, and oxen. The debris encountered by the riflemen along the road dramatically illustrated the hardships of emigration:

The camps of the emigrants now begin to bear evident signs of their condition. Provisions of every description were lying about in piles. All surplus baggage which had impeded their march and assisted in breaking down their teams was now thrown away. Their wagons were broken up to mend others, while some were left along the road. Their loss of cattle was daily increasing....[183]

Osborne Cross added, "I saw one emigrant who had lost four yoke of oxen. He and many others were going ahead with their packs on their backs, trusting to chance to reach California."[184] He wrote of a campsite a few days later:

The place where we stopped at two o'clock had been made a general resting place for the emigrants. Here were wagons lying in every direction, old clothes — from an old hat to a pair of boots, cooking utensils of every description, and a variety of articles too numerous to mention were scattered about as if there had been a general break-up in camp.[185]

But he held little sympathy for the emigrants, commenting, "It was high time, for many of them had started with an idea that two thousand pounds could be carried without the least difficulty, nor could they be made to believe anything to the contrary until it was found to be almost too late."[186]

Cross' division arrived at the Bear River July 24. Although he found Sublette's Cut-off to provide good water and grass, he complained about its mountainous character.

At Bear River he found that the grass had been destroyed by the emigrants "who are scattered along the river as far as the eye can see."[187] Cross passed "Peg Leg" Smith's trading post July 28 and Soda Springs August 1 before camping two miles beyond Steamboat Spring.

At Fort Hall, Loring reorganized the three divisions into two for the remainder of the journey and left a rifle regiment behind to establish the tent camp of Cantonment Loring, three to five miles above Fort Hall. Cross described Fort Hall:

> *It is built of clay and much in the form of Fort Laramie, having a large sallyport which fronts the Portneuf, with its walls extending back toward the banks of Snake river. There is a blockhouse at one of the angles. The buildings inside are built against the side of the wall and of the same materials. The rooms are all small and by no means comfortable. Being generally intended for one person, they are contracted and dark, having but a small window and one door.*[188]

Cross found an exceedingly rough road across the Snake River plain. He recorded one day that they had marched "through dust half-leg deep."[189] They passed American Falls August 10 and camped at Little Salmon Falls August 15. Cross passed Thousand Springs the next day and encountered twelve lodges of Indians at Salmon Falls:

> *...some oval in form, and others of a semicircular shape, all opening toward or from the sun as might be required. These lodges were made of green willow brush, their tops bent over and fastened together. When fresh they look not unlike a willow grove, but when the leaves become withered they resemble, at a distance, bunches of dry weeds and might have been easily passed without being noticed.*[190]

Cross found the Indians engaged in spearing fish. He recorded, "These people were almost in a state of nudity, the men having a covering about their hips made of rabbit skins, while the women had for petticoats dressed skins and for robes either undressed rabbit or squirrel skins, which were a substitute for blankets."[191]

The riflemen found the descent on August 18 to Three Island Crossing treacherous:

> *It was very difficult to descend the hills, and in spite of all efforts to the contrary the wagons would get such headway as to render it dangerous to hold on to ropes attached to them. I here witnessed the capsizing of several, throwing boxes and barrels in all directions.*[192]

After one soldier drowned in an attempt to ford the Snake River, Loring decided to leave the main route of the Oregon Trail in favor of the South Alternate.

A camp was made on Bruneau River August 24. Cross remarked the next day, "Nothing up to this time had saved us since leaving Fort Hall but the decreasing of the loads, which took place every three to four days, the breaking up of wagons, and turning the most indifferent mules into the drove and taking the best to replace them."[193] Castle Buttes, which "only wanted the ivy to complete the touch," were noted August 25.[194] Passing Givens Hot Springs August 27, Cross arrived opposite Fort Boise two days later. He recorded, "The walls and blockhouses are placed at the corners so as to protect the several sides, and the sallyport or main entrance opens on Snake River. Inside the walls the buildings are arranged around the four sides, one story high, and similar in formation in every respect."[195]

While Loring's force continued west to Fort Vancouver, Howard Stansbury and a train of topographical engineers came to Salt Lake and scouted to find road routes and potential fort sites. With eighteen men, five wagons, and forty-six horses and mules, he joined an emigrant company.

From Salt Lake, Stansbury journeyed via parts of the California Trail and Hudspeth's Cutoff to Fort Hall and Cantonment Loring, where he found the troops quartered in tents and engaged in the construction of a more substantial post. Returning to Fort Bridger, he camped September 10 in a little meadow on the south bank of Blacks Fork about five miles from Fort Bridger.

Cantonment Loring was established by Brevet Lieutenant Colonel Andrew Porter about five miles above Fort Hall on August 6, 1849, to protect emigrants on the trail. It was vacated about May 1, 1850, because of lack of supplies, and the post was moved to The Dalles, Oregon.

To reach Fort Hall from Salt Lake City, Stansbury examined a route later developed as the Bannock Mountain Road. Stansbury regarded this route as the best natural road he had seen; and until a Portneuf Canyon toll road supplanted it in 1866, Stansbury's route (which used part of Hudspeth's Cutoff into Hawkins Basin) accommodated Montana freight traffic from Salt Lake.

Prior to Civil War hostilities, selection of a Pacific railroad route appeared to create as insoluble a political problem as did slavery. In an attempt to resolve a dispute that aroused local as well as sectional rivalry, federal authorities looked to the "disinterested judgment of science."[196] Elaborate natural resource inventories were compiled.

By 1854 engineering expeditions were engaged in Pacific railroad surveys. These investigations assembled and published scientific information much broader in scope than simple engineering reports. In later Idaho, Lieutenant John Mullan investigated a route between Lemhi Pass and Fort Hall. Finally F. W. Lander's Wyoming-Idaho survey examined a new South Pass-Fort Hall connection.

Dissatisfied with the results of Mullan's and other northern explorations, Washington's territorial legislature dispatched one of General Isaac I. Stevens' civilian engineers, Frederick West Lander, to explore the feasibility of a Puget Sound-to-South Pass variation. Lander tried a route from South Pass to Fort Hall that ran north of any emigrant road then in use.[197]

Scientific reports, however, could not overcome pre-Civil War sectional rivalries among potential terminal cities. Chicago, Saint Louis, Memphis, and New Orleans, among others, had strong support. But no one city could get a route designated. Railroad construction delays led to demands for a national wagon-road program, particularly from Westerners such as

Senator John B. Weller of California. This pressure finally led to a Pacific Wagon Road Office in 1857. The office was attached to the Department of the Interior, rather than the army, because of popular disillusionment with the effectiveness of military-sponsored surveys.

In 1858, while Lander was completing construction of his new road, Johnston ordered the army's Chief Topographical Engineer, Captain James H. Simpson, to survey a new wagon road between Camp Floyd and Fort Bridger. The following year, the army made a systematic attempt to locate a wagon road in the Oregon Country to connect The Dalles with Camp Floyd. General William S. Harney, now commanding the Department of Oregon, ordered Captain Henry D. Wallen and Topographical Engineer Lieutenant Joseph Dixon to explore south of the regular Oregon Trail. From Camp Floyd, they returned along the emigrant road. This expedition shortened and improved the regular Oregon Trail and proved that no feasible alternative route west of Camp Floyd existed.[198] Then Civil War distractions temporarily terminated wagon-road construction in the west.

The new United States Army Fort Boise was established July 4, 1863, in response to emigrant road and mining camp military problems. A series of camps and posts followed at strategic emigrant road locations.

Problems of defending stage lines along Idaho emigrant roads finally led to a series of Snake War military campaigns from 1866 to 1868. General George Crook took over Fort Boise late in 1867 and instituted a new tactic of winter Indian campaigning that led to an end of trail hostilities.

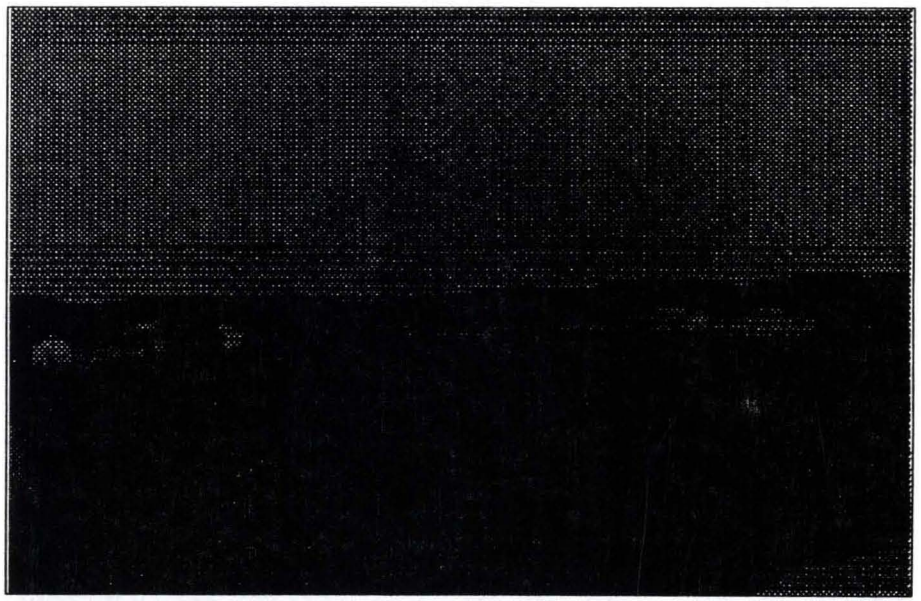
Military installations (particularly Fort Boise) along emigrant roads contributed greatly to local economic expansion and stability. Fort Boise also served as a center for culture and society in a remote frontier community. With less of a local economic base and with a scattering community that lost cohesion, Soda Springs went into a decline after Camp Conner was abandoned and after Malad supplanted Soda Springs as Oneida County seat in 1866. A new Mormon Soda Springs, established in 1870, had a more secure foundation and survived as a community. Because of the problems involved with trying to develop white settlements in Indian lands, Fort Hall (as an army post) did not support an adjacent community. Other Idaho military posts (such as those on Camas Prairie and along the Snake River) were abandoned prior to later settlement.

Most emigrant Indian skirmish sites cannot be located too precisely, but two major ones (Ward's, near Middleton, Idaho, and Utter's, near the Snake River) can be identified. A traditional Almo massacre site is associated with an actual incident September 12, 1862, of such variant proportion as to create an insurmountable problem in identification. A slightly different situation associated with three skirmishes August 9, 1862, near Massacre Rocks involves an interesting and recoverable site next to Hunt Point, most of two miles from a formation named for that affair.

Army responsibilities for responding to Indian crises increased after several Bannock and Northern Shoshone bands were domiciled at Fort Hall. A series of treaties was supposed to have provided for peace and friendship. Failure to obtain Senate ratification of two of them (a Fort Boise treaty signed October 10, 1864, and a Bruneau treaty of April 12, 1866) left a considerable trail corridor uncovered after most Indians to whom they applied moved to Fort Hall in 1869. But more fortunate bands that at least had treaties did not obtain much peace and friendship from the provisions thereof. Army units had to be ready to react to very difficult situations when Fort Hall Indians would incur white displeasure as they continued to travel their traditional routes in search of camas fields, hunting ranges, and fishing centers.[199] After the Fort Hall reservation was established, a new United States Army Fort Hall was built in 1870, fifteen miles from an Indian community of Fort Hall that served as reservation headquarters.

With the formation of Clarence King's United States Geological Survey, the army's role in Western exploration diminished. As Indians were forced onto reservations, the army assumed simple police functions when not fighting wars. Civilians assumed direction of federal surveys.

Military activities continued through 1878 and 1879, when Bannock and Sheepeater campaigns were completed. When Indian hostilities came to an end, army installations were abandoned or opened to homesteading. Fort Boise continued as an army barracks from 1879 to 1912, while Fort Hall became an Interior Department Indian school in 1883.



Military Fort Hall. (W. H. Jackson, 1871, USGS No. 52)

GOODALE'S CUTOFF

Fort Hall to Ditto Creek Maps 93 - 121

The various emigrant trails and later stage and freight roads which followed the general route of Fort Hall — Big Southern Butte/Camas Prairie are included as the Goodale's Cutoff of the Oregon Trail. This cutoff had been used by fur traders for many years, and emigrant wagons had traversed the eastern section as early as 1852. A manuscript map prepared in the Willamette Valley, May 4, 1853, identified Goodale's general route from Fort Hall through Camas Prairie as a "new road traveled by wagon first July 20th, 1852." A decade later, emigrants traveling on Goodale's route noticed places along the trail where a trunk had been abandoned in 1853 and where names had been carved in 1854 on rocks and trees. Then in 1855, Granville O. Haller's expedition came across Camas Prairie to retaliate against the Boise Indians who participated in the 1854 Ward Massacre. Haller's men proceeded north to the upper Salmon, but a special agent, Nathan Olney, continued eastward over the late Goodale route with a small force to Fort Hall to consult with the Indians there. Although traffic on this northern route must have been extremely light until after 1860, Governor K. Warren labeled the eastern portion "Jeffers Road" on his large 1859 map of the West. Alonzo Leland's 1863 map of the Idaho mining country, used widely at the time, repeated Warren's identification of Jeffers Road and identified Goodale's route across Camas Prairie simply as the "New Emigrant Road." With the Salmon River gold rush in 1862, an emigrant party prevailed upon Tim Goodale to take them over the northern route west from Fort Hall in the hope that they might approach the new mines more directly. His party included a number of prominent later-Idaho residents who renamed the route for Goodale. That was the name that stuck: Goodale's Cutoff.

"A very reliable" mountain trader in the Snake country before Idaho was settled, Tim Goodale knew just about all of the Indian and fur trade trails of the valley and mountain country north of the Snake. For the 1862 trip Goodale used the Jeffers Road/ Camas Prairie route. Setting out from the Snake River July 22, 1862, Goodale's wagon train collected into a large force to avoid Indian trouble. Near Craters of the Moon, Goodale stopped for a day (July 28) to gather up still more wagons. This precaution gave him a force of 795 men, augmented by 300 women and children. With such a show of strength, his wagons escaped the kind of misfortune of some emigrants who ran into an Indian fight at Massacre Rocks, August 9, on the regular Oregon Trail south of the Snake River.

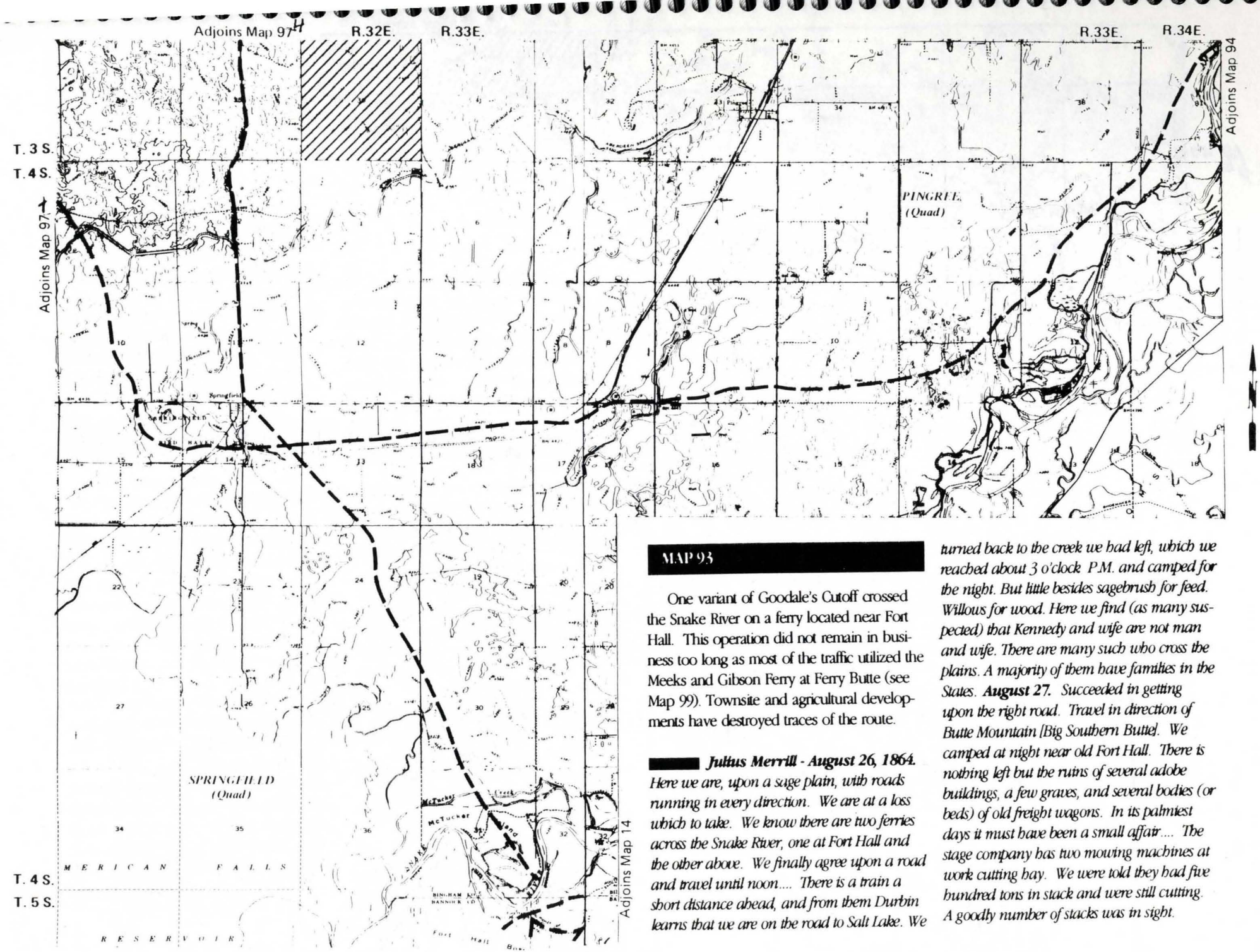
Goodale's Cutoff departed the Oregon Trail at Fort Hall, crossed the Snake River Plain past Big Southern Butte to Lost River, and then headed west across Camas Prairie. Camas Prairie provided an approach to the Boise region that stayed north of the broad valley of the Snake. The cutoff rejoined the Oregon Trail at Ditto Creek.

LEGEND

- Emigrant Trail (Visible)
- Emigrant Trail (Possible Route, not visible)
- Historic Site or Landmark
- Public Lands Administered by BLM
- State of Idaho Lands
- U.S. Forest Service
- Other Federal Lands

Scale: 1 Inch to 1 Mile

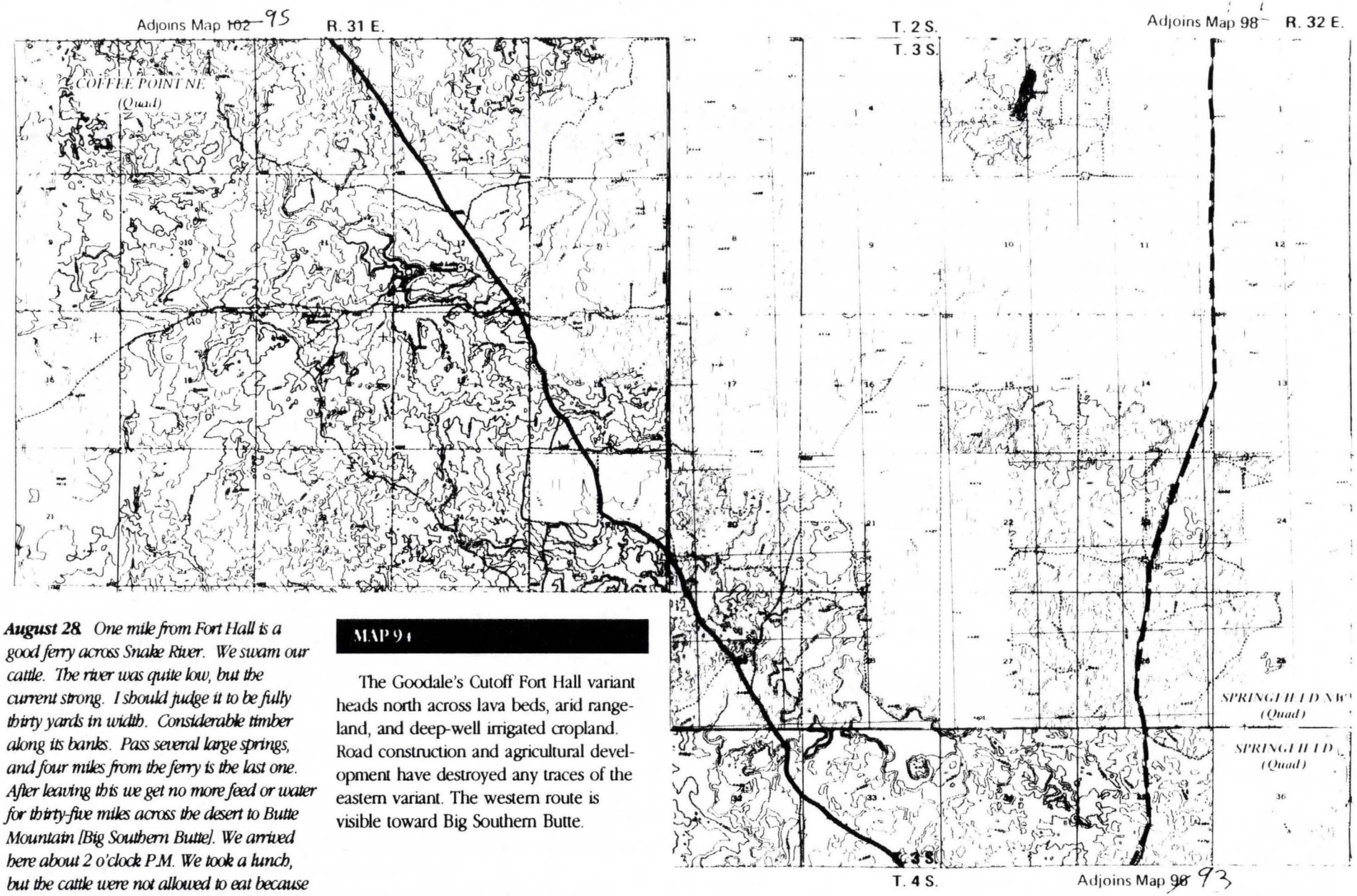
Please Respect Private Property Rights



MAP 93

One variant of Goodale's Cutoff crossed the Snake River on a ferry located near Fort Hall. This operation did not remain in business too long as most of the traffic utilized the Meeks and Gibson Ferry at Ferry Butte (see Map 99). Townsite and agricultural developments have destroyed traces of the route.

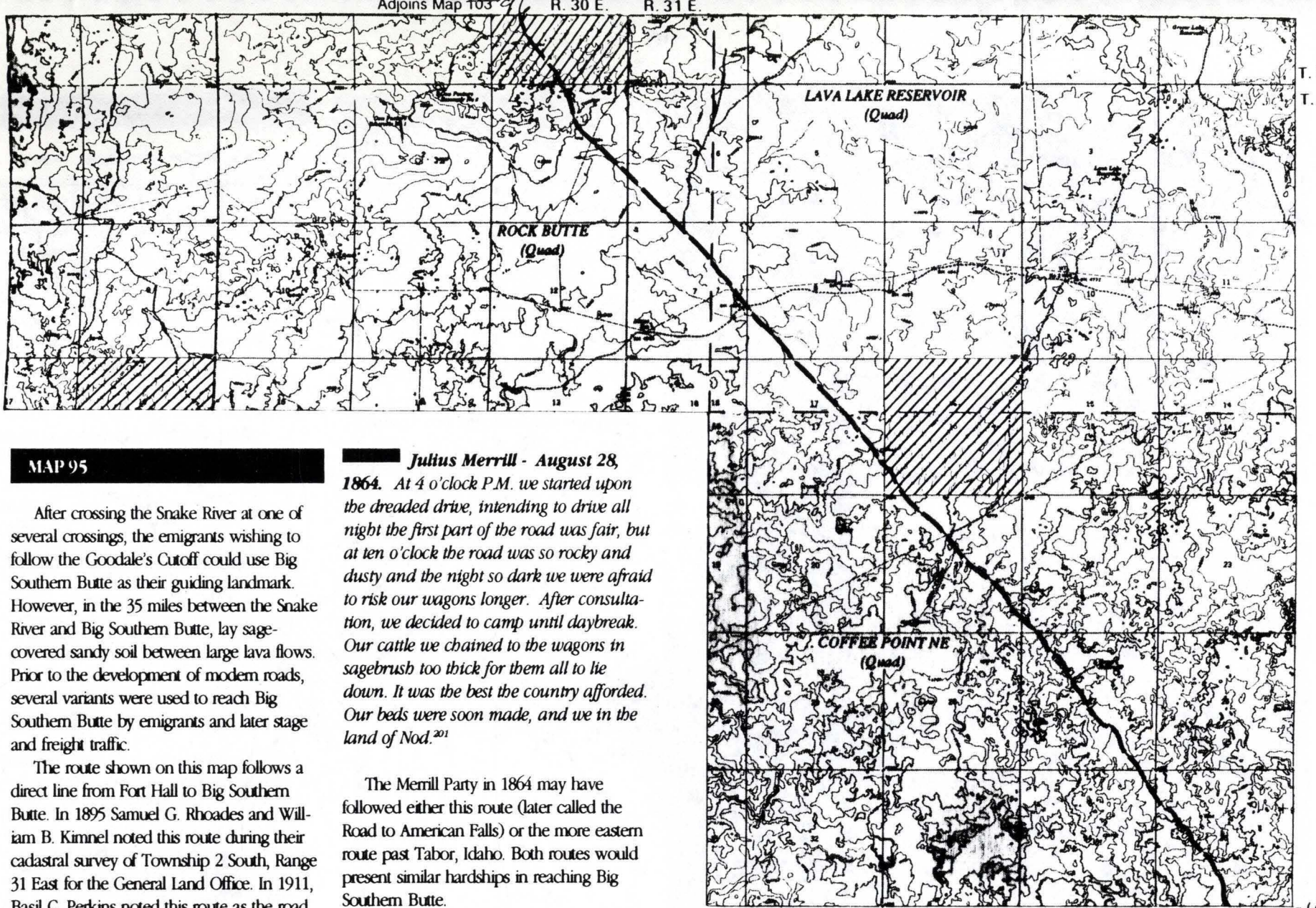
Julius Merrill - August 26, 1864. *Here we are, upon a sage plain, with roads running in every direction. We are at a loss which to take. We know there are two ferries across the Snake River, one at Fort Hall and the other above. We finally agree upon a road and travel until noon.... There is a train a short distance ahead, and from them Durbin learns that we are on the road to Salt Lake. We turned back to the creek we had left, which we reached about 3 o'clock P.M. and camped for the night. But little besides sagebrush for feed. Willows for wood. Here we find (as many suspected) that Kennedy and wife are not man and wife. There are many such who cross the plains. A majority of them have families in the States.* ***August 27.*** *Succeeded in getting upon the right road. Travel in direction of Butte Mountain [Big Southern Butte]. We camped at night near old Fort Hall. There is nothing left but the ruins of several adobe buildings, a few graves, and several bodies (or beds) of old freight wagons. In its palmiest days it must have been a small affair.... The stage company has two mowing machines at work cutting hay. We were told they had five hundred tons in stack and were still cutting. A goodly number of stacks was in sight.*



August 28. *One mile from Fort Hall is a good ferry across Snake River. We swam our cattle. The river was quite low, but the current strong. I should judge it to be fully thirty yards in width. Considerable timber along its banks. Pass several large springs, and four miles from the ferry is the last one. After leaving this we get no more feed or water for thirty-five miles across the desert to Butte Mountain [Big Southern Butte]. We arrived here about 2 o'clock P.M. We took a lunch, but the cattle were not allowed to eat because the majority voted nay. [This stop just past Springfield].* [200]

MAP 94

The Goodale's Cutoff Fort Hall variant heads north across lava beds, arid rangeland, and deep-well irrigated cropland. Road construction and agricultural development have destroyed any traces of the eastern variant. The western route is visible toward Big Southern Butte.



MAP 95

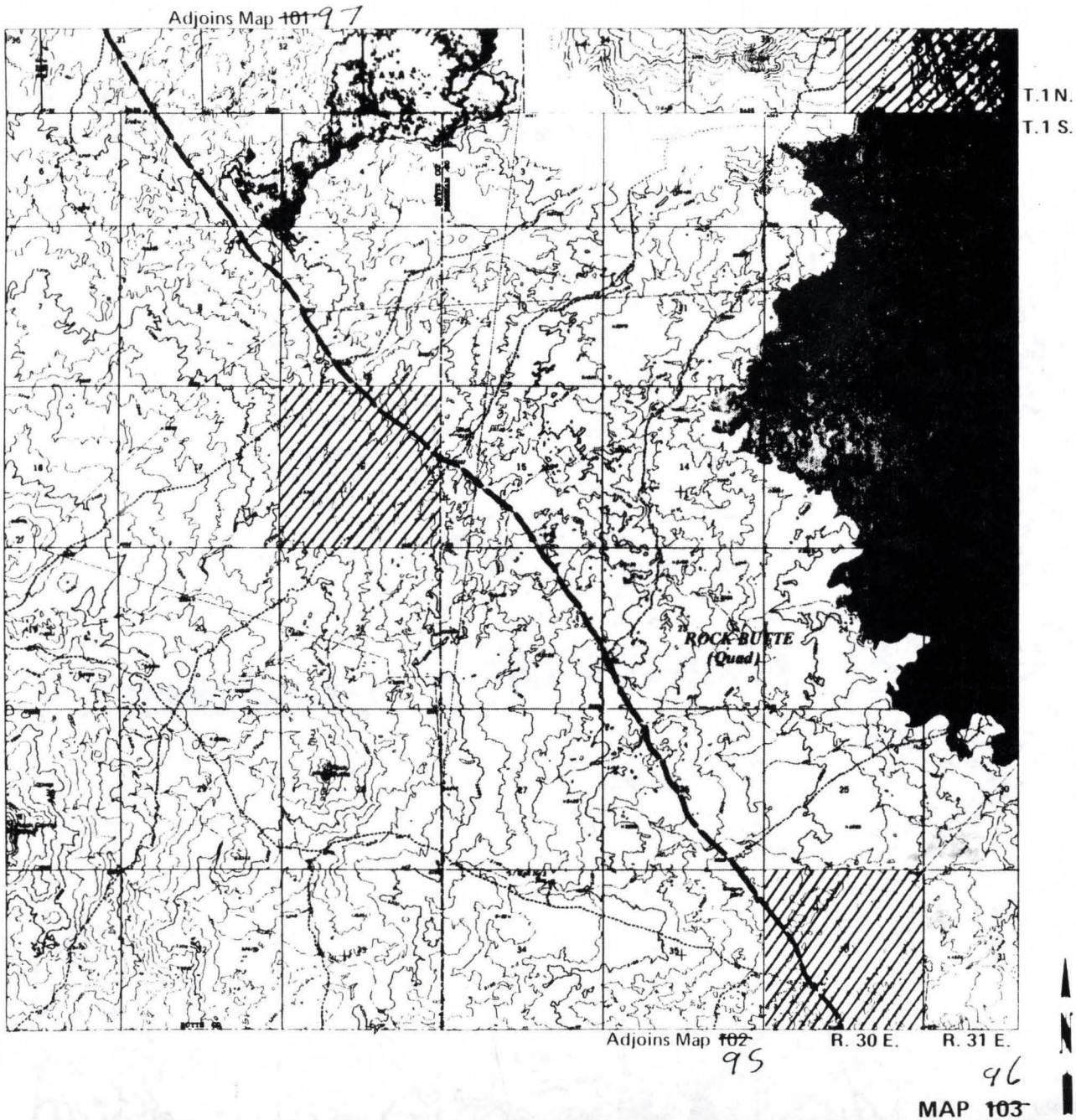
After crossing the Snake River at one of several crossings, the emigrants wishing to follow the Goodale's Cutoff could use Big Southern Butte as their guiding landmark. However, in the 35 miles between the Snake River and Big Southern Butte, lay sage-covered sandy soil between large lava flows. Prior to the development of modern roads, several variants were used to reach Big Southern Butte by emigrants and later stage and freight traffic.

The route shown on this map follows a direct line from Fort Hall to Big Southern Butte. In 1895 Samuel G. Rhoades and William B. Kimnel noted this route during their cadastral survey of Township 2 South, Range 31 East for the General Land Office. In 1911, Basil C. Perkins noted this route as the road to American Falls during his General Land Office cadastral survey of Township 1 South, Range 30 East.

[redacted] ***Julius Merrill - August 28, 1864.*** *At 4 o'clock P.M. we started upon the dreaded drive, intending to drive all night the first part of the road was fair, but at ten o'clock the road was so rocky and dusty and the night so dark we were afraid to risk our wagons longer. After consultation, we decided to camp until daybreak. Our cattle we chained to the wagons in sagebrush too thick for them all to lie down. It was the best the country afforded. Our beds were soon made, and we in the land of Nod.*[201]

The Merrill Party in 1864 may have followed either this route (later called the Road to American Falls) or the more eastern route past Tabor, Idaho. Both routes would present similar hardships in reaching Big Southern Butte.

[redacted] ***Julius Merrill - August 29, 1864.*** *On the road again at daybreak. We did not stop to get breakfast, as we wished*

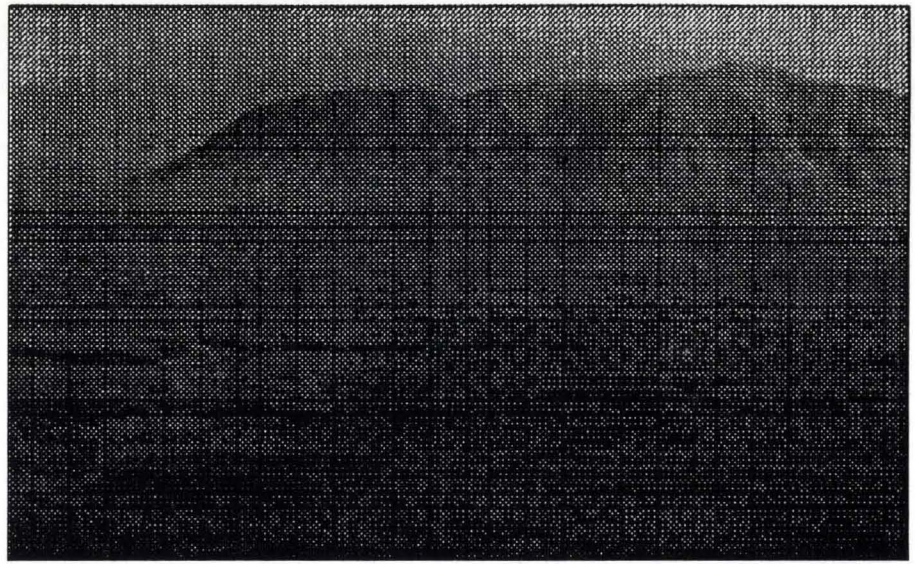


to take advantage of the cool of the day. We had a decided advantage over our stock , as we could take some crackers and a cup of milk by the roadside and eat while the team was in motion. We had gone about two miles when we overtook a large train that had passed us in the night after we had camped. Some of them were ready to start, and some were yet eating their breakfast with stock loose. Their wagons had been left in the road. As we drove up, the forward part of the train drove on in order to keep the road. We waited for those not yet ready to move on. It is nothing uncommon for a train to be stopped in this manner. Suppose there are two trains camped within a mile of each other. The rear train starts in the morning and reaches the other train just as the first wagon is in motion and by fast driving gets into the road just ahead. In order not to split a train, those who have had the road for a mile are compelled to wait for the next train to file into the road. Had we been allowed to pass, we would have bee fifteen minutes in advance of their train. Many a time I have seen them drive at top speed in order to get ahead and then be still more provoking by driving slowly. It is the way of the emigrant, mean, contemptible, and selfish. The heat of the day increased as the sun rose. It was hot and sultry. The dust was ankle deep, and as there was no wind it slowly raised, enveloping our wagons in an almost continual cloud. We spared not the lash. Our next watering place was at Butte Mountain. In our impatience, the distance between us lessened slowly. Our cattle were quite lively until towards noon when they began to get heedless. The poor brutes! They had had no food since yeaterday morning and no water since 4 P.M. of the same day. Such abstinence, with a rough road, under such a scorching sun would tell severely upon any team.[202]

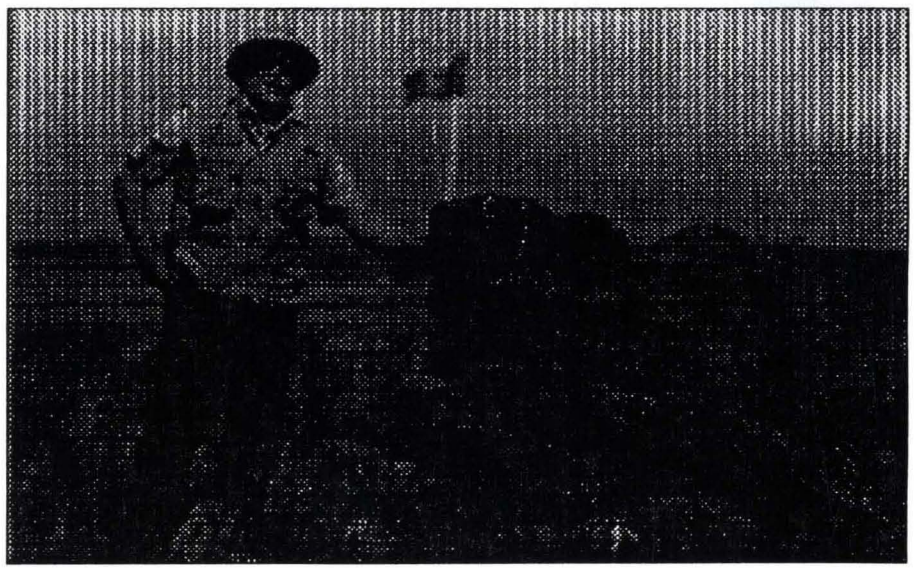
MAP 97

Various alternates are evident as the trail nears Big Southern Butte. The American Falls Road approaches from the southeast, completing a nearly straight line from Fort Hall. The Blackfoot to Arco Road crosses the railway tracks and heads in a northwesterly and then westerly direction toward Big Southern Butte. Continuous remnants are visible and continue to be used as unimproved roads. Remnants are also visible along the eastern edge of the butte, and discontinuous ruts can be viewed as the route heads northwest away from the butte. Remnants of the Big Butte stage station are evident in Section 12, T1N, R29E. On June 1, 1879, Alexander Toponce started a stage line between Blackfoot, Challis, Custer, and Bonanza. Within a year, he expanded his line to the Wood River Country. When Gilmer & Salisbury were awarded the mail contract for the route on July 1, 1881, Toponce sold his line to the successful bidder. The stage line remained in operation under various owners until the completion of the Blackfoot-to-Mackay railway line in 1901.

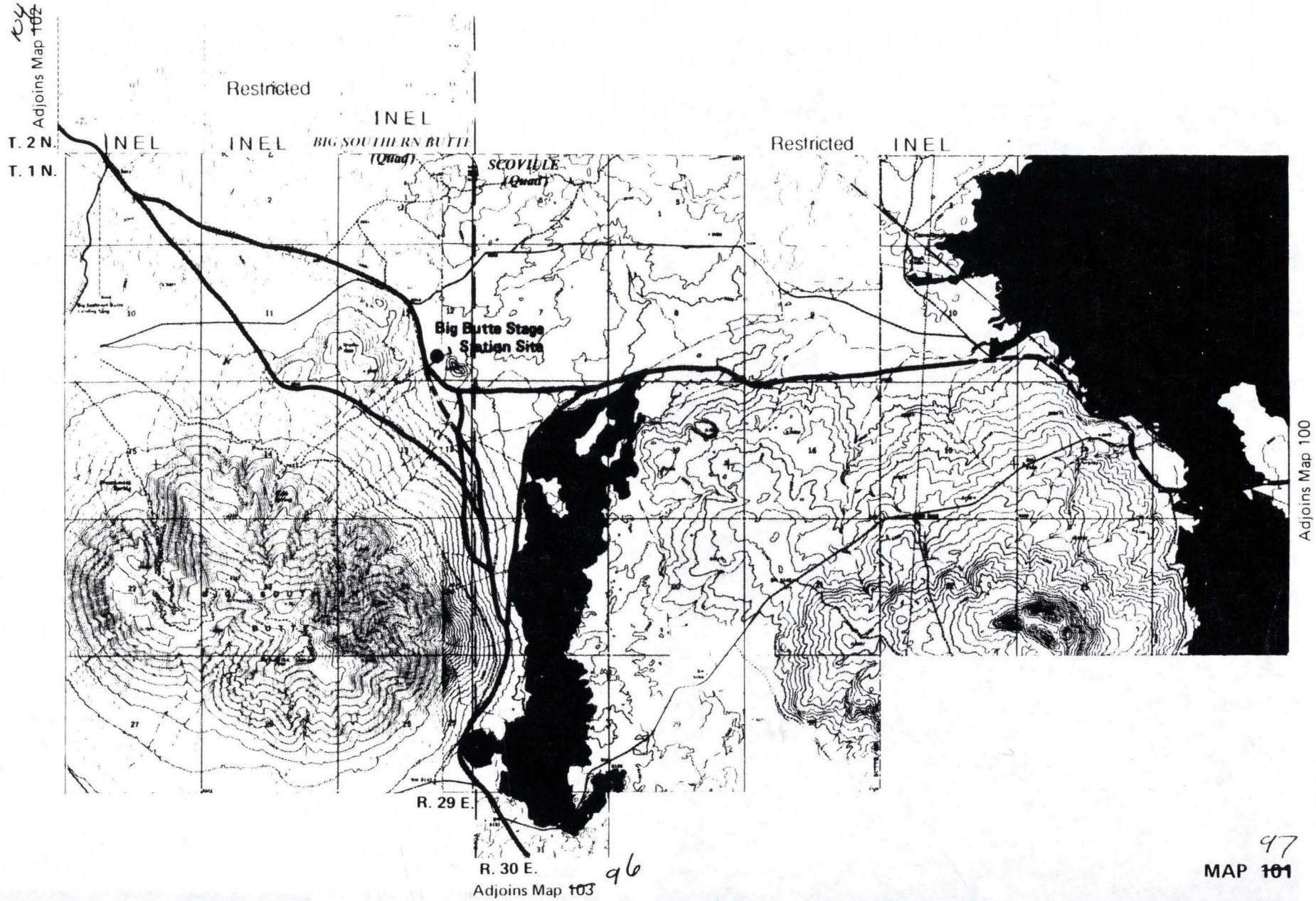
Mrs. W. A. Loughary - July 17, 1864. *We move on where soon we came to a parched sandy waste where not a sign of animal or vegetable life is seen, only rocks and sand. Our eyes soon began to pain where was nothing to rest upon but bleaching sand. We stopped at noon, gave our horses a small bit of corn meal and about one gallon each of water carried from the Fort in a ten gallon keg. We had been directed to go to a certain large Butte which became visible in the afternoon, - at its base was a large spring. On and on we slowly went but the Butte seemed to get but little nearer, - yet we must reach it or suffer. At twilight we got to the Butte and to find the spring with thick darkness coming on was the first consideration. After groping about we discovered a trail leading up to the side into a ravine where we supposed was the spring. My husband mounted on a trusty horse, well armed, started, after going about one half a mile saw a camp fire around which he could see some men and horses. He came back and took every man (five) and all the horses, and started out again, finding the men to be white and seemingly very accommodating. The horses had water and some brought back in demijohns for us, but we were too much frightened to stop to cook, believing that the men seen were 'land pirates' aiding the Indians, so we went a short distance and found some dry grass for our horses; made no fire or light and crouched in our wagons and watched all night by turns.*[203]



Big Southern Butte. (Bureau of Land Management)

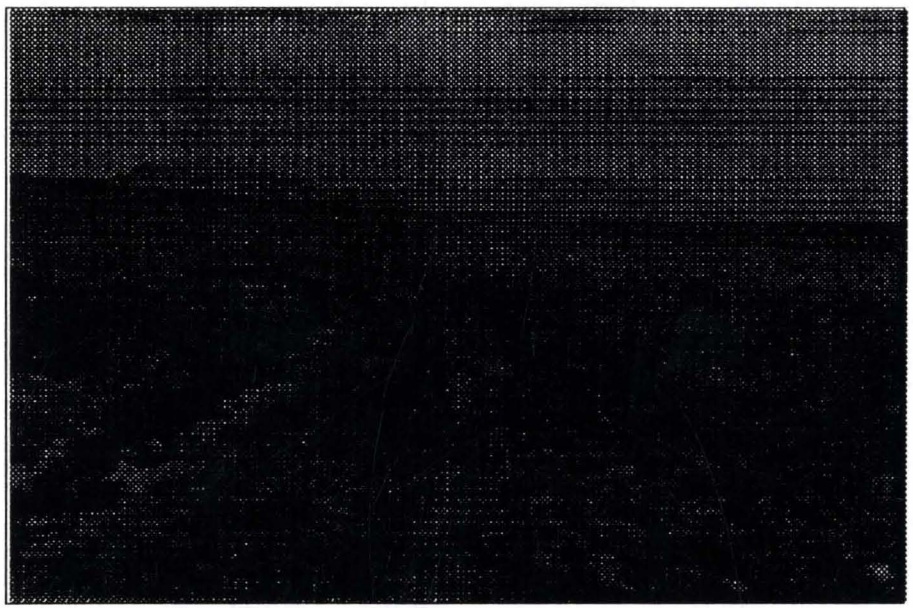


Bureau of Land Management Archaeologist Richard Hill conducting a recording of a rock cairn on the north side of Goodale's Cutoff on the Snake River Plain. (Bureau of Land Management)

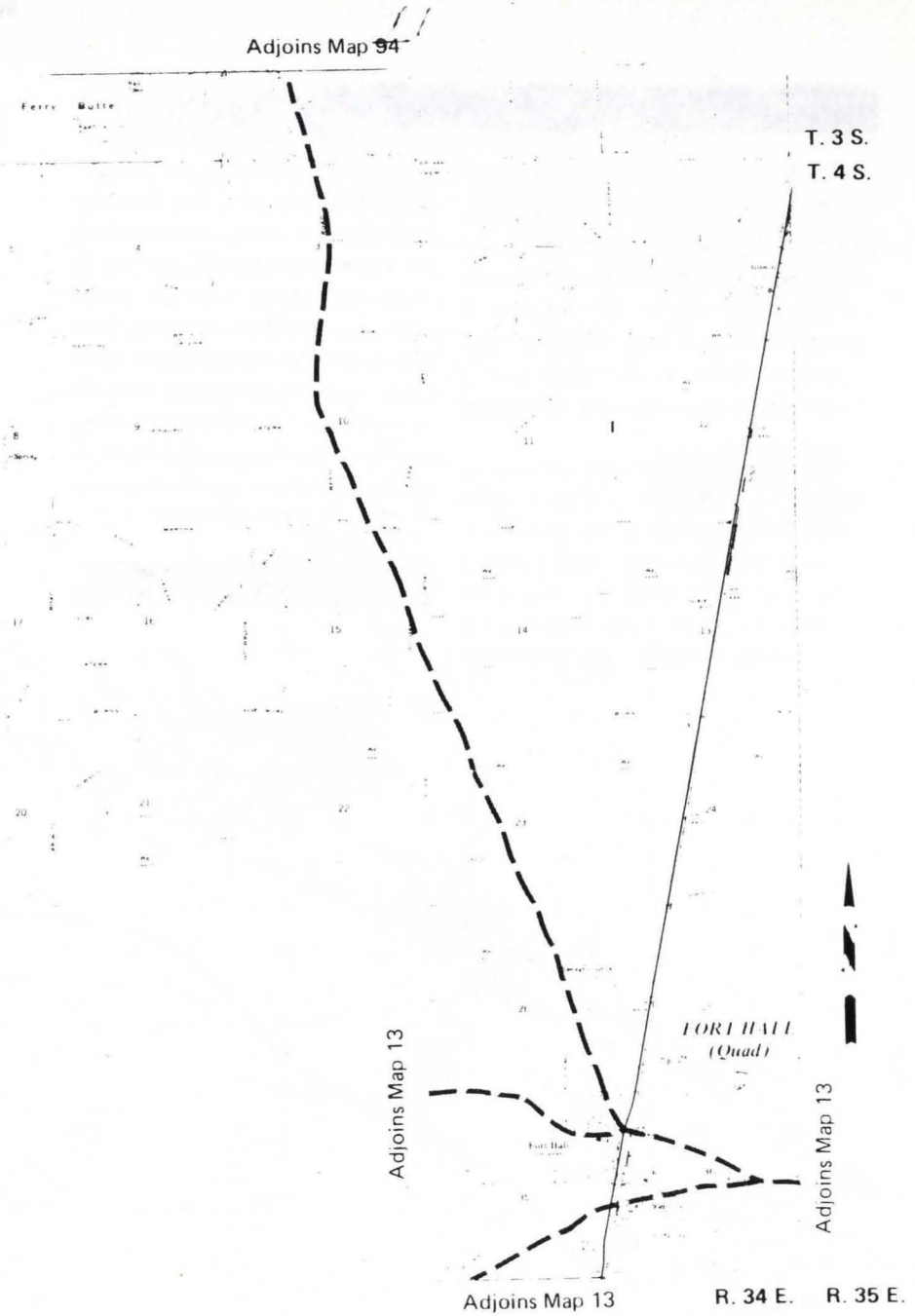

Adjoins Map 102
Restricted
INEL
T. 2 N.
T. 1 N.
INEL
INEL
BIG SOUTHERN BUTTE
(Quad)
SCOVILLE
(Quad)
Restricted
INEL
Big Butte Stage
Station Site
Adjoins Map 100
R. 29 E.
R. 30 E.
Adjoins Map 103
MAP 101

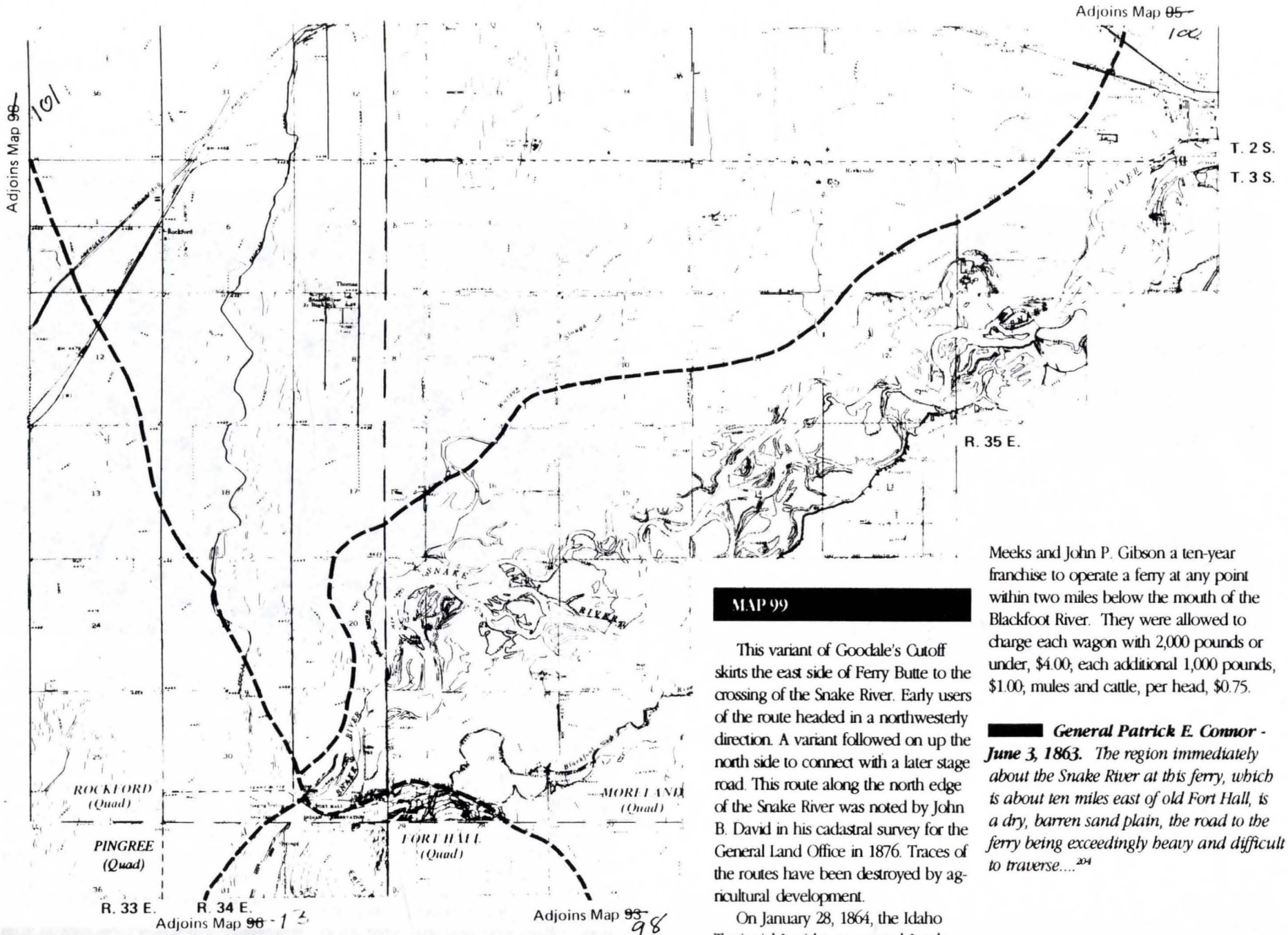
MAP 98

Located close to a traditional Shoshone winter campground, this area includes the headquarters for the Fort Hall Reservation. The Oregon Trail continues in a westerly direction; the Lander Road turns southwest down Ross Fork, and Goodale's Cutoff heads north to a crossing of the Snake River. Physical evidence of the trails has been destroyed by townsite and agricultural developments. The Utah and Northern Railway came through the area in 1878. Highway 91 now crosses all three of the trails. The Ross Fork Oregon Short Line Railroad Depot and Ross Fork Episcopal Church are listed in the National Register of Historic Places. Most emigrants on Goodale's Cutoff headed north toward Ferry Butte, but some opted to travel to a ferry near Fort Hall that was in operation for a short time. Later emigrants could also travel to Blackfoot and cross on a ferry that was superseded by a bridge in 1881.



Goodale's Cutoff across the Snake River Plain. (Richard D. Hill, Bureau of Land Management, 1988)





MAP 99

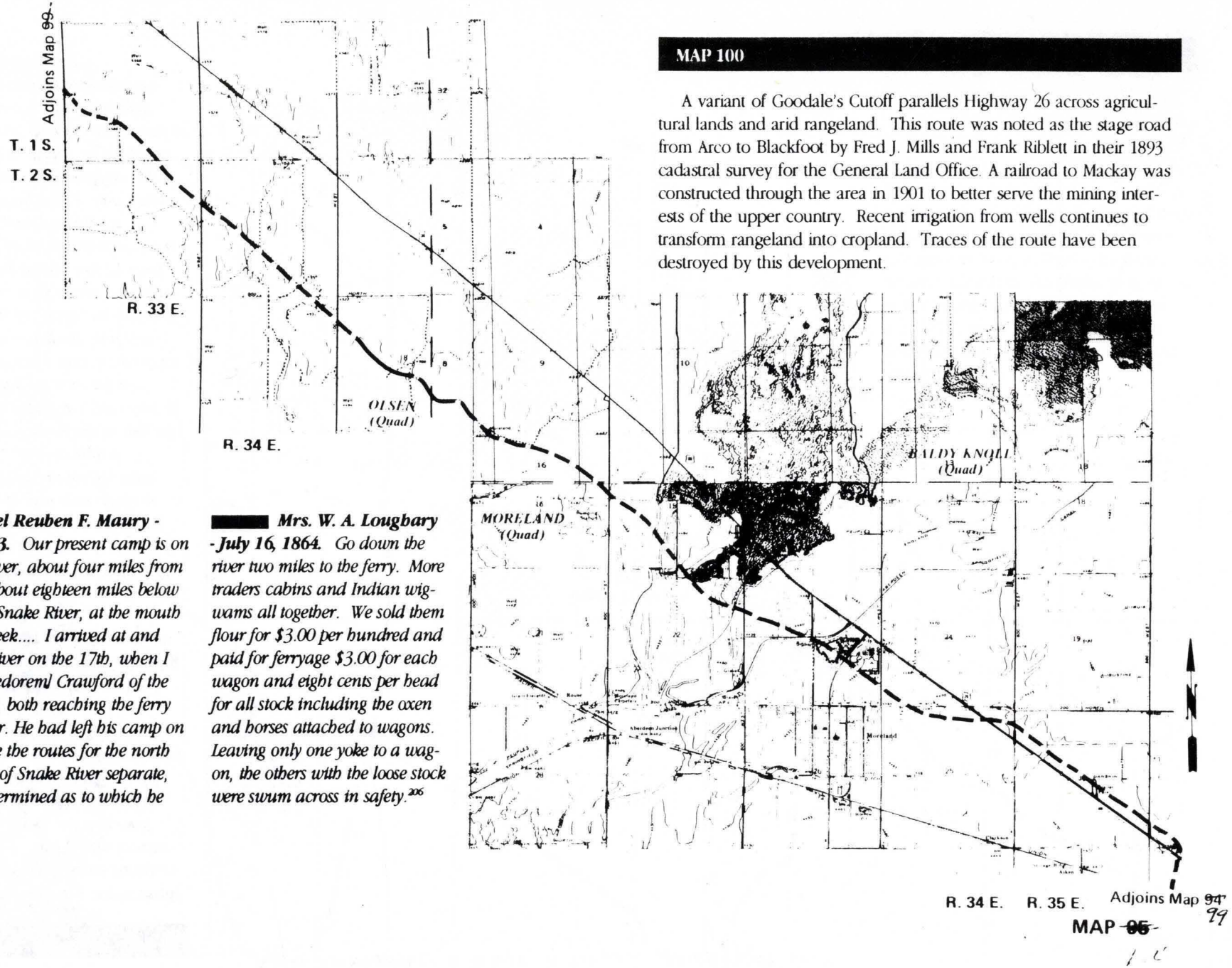
This variant of Goodale's Cutoff skirts the east side of Ferry Butte to the crossing of the Snake River. Early users of the route headed in a northwesterly direction. A variant followed on up the north side to connect with a later stage road. This route along the north edge of the Snake River was noted by John B. David in his cadastral survey for the General Land Office in 1876. Traces of the routes have been destroyed by agricultural development.

On January 28, 1864, the Idaho Territorial Legislature granted Jacob Meeks and John P. Gibson a ten-year franchise to operate a ferry at any point within two miles below the mouth of the Blackfoot River. They were allowed to charge each wagon with 2,000 pounds or under, $4.00; each additional 1,000 pounds, $1.00; mules and cattle, per head, $0.75.

General Patrick E. Connor - June 3, 1863. *The region immediately about the Snake River at this ferry, which is about ten miles east of old Fort Hall, is a dry, barren sand plain, the road to the ferry being exceedingly heavy and difficult to traverse....*[204]

MAP 100

A variant of Goodale's Cutoff parallels Highway 26 across agricultural lands and arid rangeland. This route was noted as the stage road from Arco to Blackfoot by Fred J. Mills and Frank Riblett in their 1893 cadastral survey for the General Land Office. A railroad to Mackay was constructed through the area in 1901 to better serve the mining interests of the upper country. Recent irrigation from wells continues to transform rangeland into cropland. Traces of the route have been destroyed by this development.



[redacted] ***Colonel Reuben F. Maury - August 24, 1863.*** *Our present camp is on the Port Neuf River, about four miles from Fort Hall and about eighteen miles below the ferry across Snake River, at the mouth of Blackfoot Creek.... I arrived at and crossed Snake River on the 17th, when I met Captain [Medorem] Crawford of the Overland Escort, both reaching the ferry at the same hour. He had left his camp on Ross Fork, where the routes for the north and south sides of Snake River separate, and was undetermined as to which he would take....*[205]

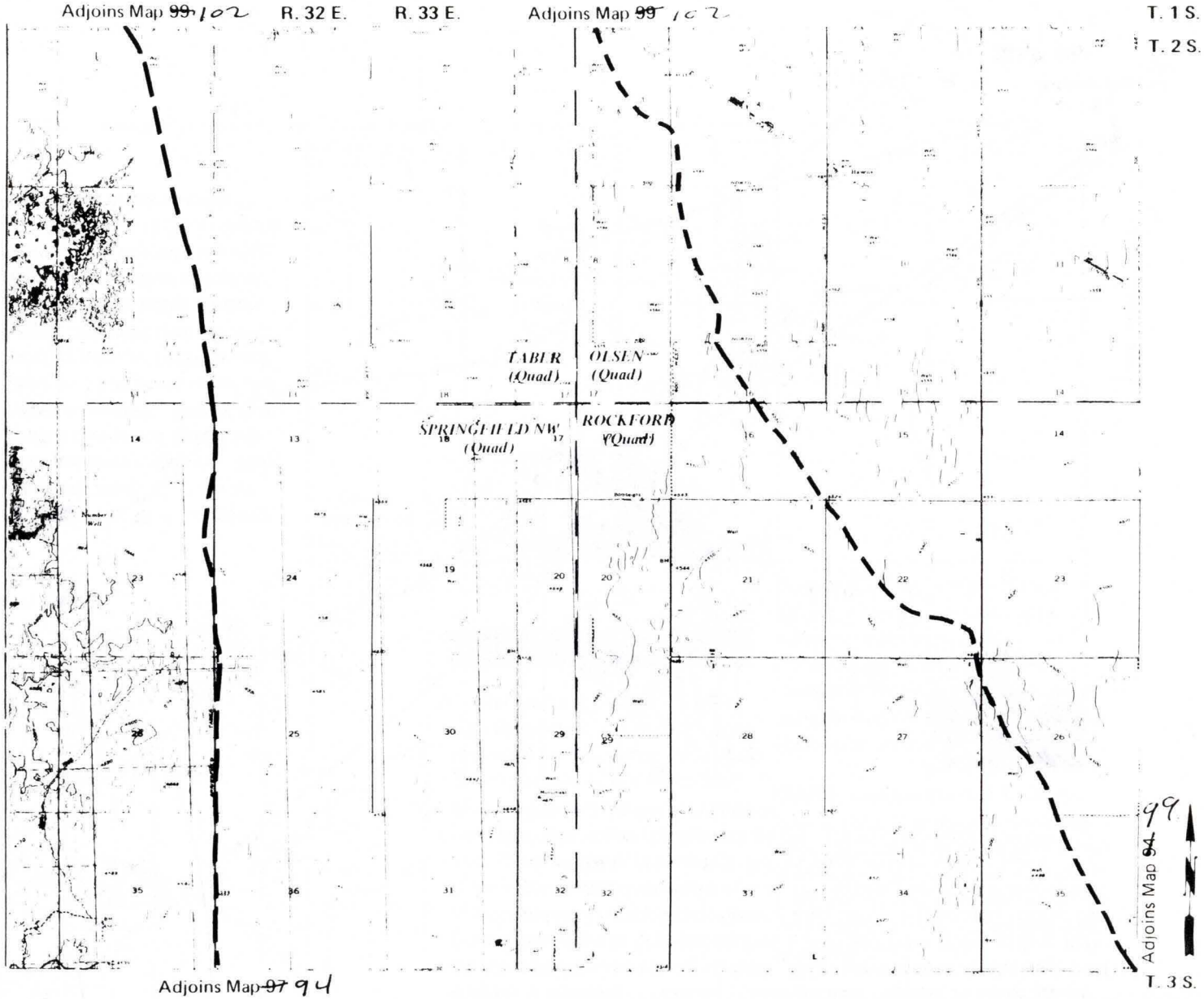
[redacted] ***Mrs. W. A. Lougbary - July 16, 1864.*** *Go down the river two miles to the ferry. More traders cabins and Indian wigwams all together. We sold them flour for $3.00 per hundred and paid for ferryage $3.00 for each wagon and eight cents per head for all stock including the oxen and horses attached to wagons. Leaving only one yoke to a wagon, the others with the loose stock were swum across in safety.*[206]

MAP 101

Goodale's Cutoff heads in a northwesterly direction, and the Fort Hall variant continues in a northerly fashion. Both routes traverse lava beds, arid rangeland, and deep-well irrigated cropland. The 1901 Blackfoot-to-Mackay railroad parallels Goodale's Cutoff. Traces of the routes have been obliterated by development.

William E. Wheeler, editor of the Blackfoot newspaper, made the following observations on his trip over the route in the spring of 1881:

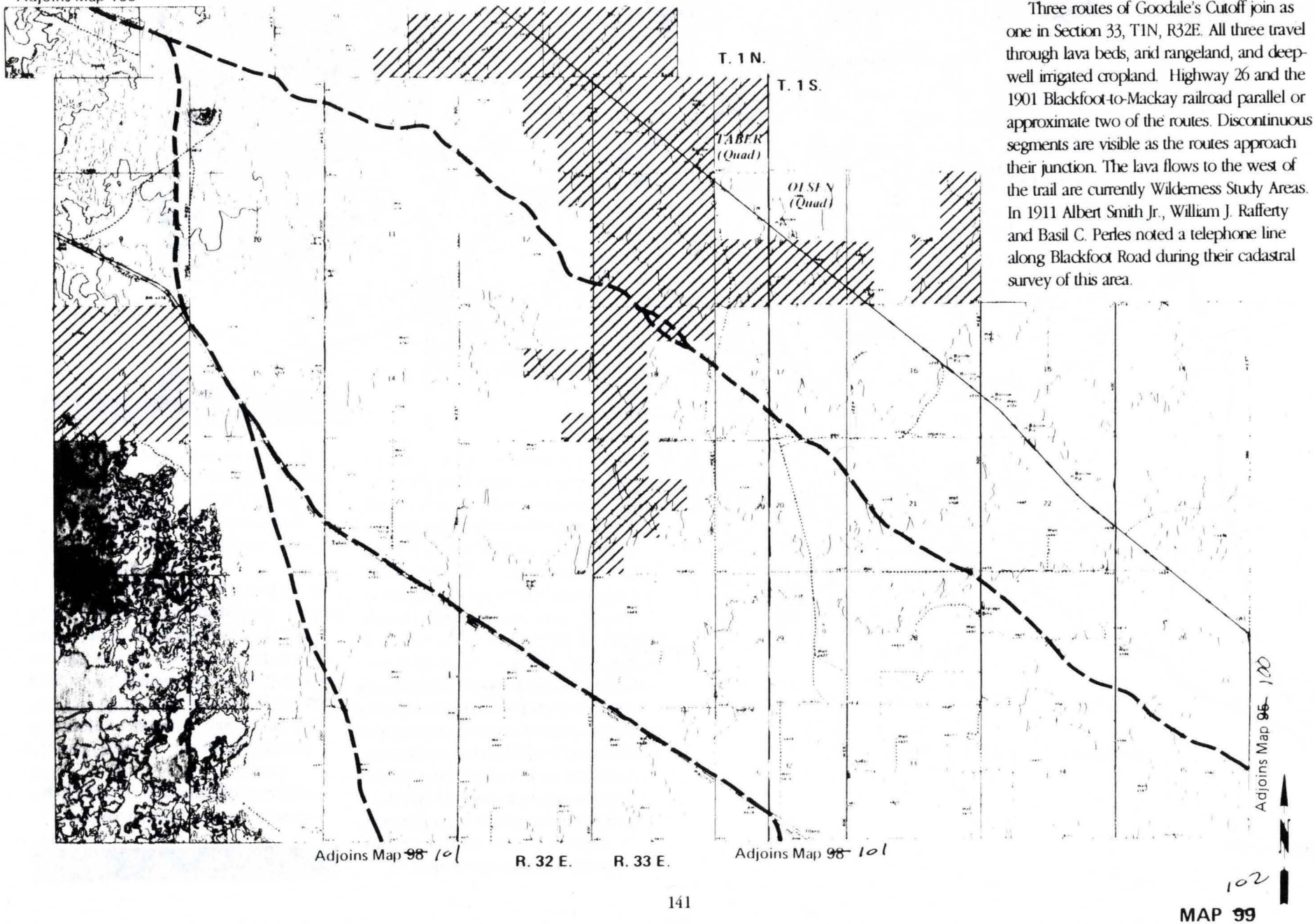
[redacted] *Leaving Blackfoot at 10:30 A.M. last Sunday on one of Gilmer, Salisbury & Co.'s stage coaches, we were soon rolling across the lava beds, and after a ride of about six hours stopped at the Big Butte station kept by Mrs. A. [Alexander] Toponce, where an elegant supper was all ready and waiting which was partaken of with a relish. In half an hour we were again on the road and a three hours drive brought us to Arco where our load was divided, part going to Challis, we taking a new coach were soon off again. At twelve o'clock Champagne station was reached, where we stopped for a few moments for a lunch and were again pushing for Bellevue; 7 A.M. brought us to Fish Creek station where a first-class breakfast was soon prepared for us, which all did justice to. We were soon on the road again and at 11:30 A.M., just twenty-five hours after leaving Blackfoot we were loaded at the company's office in Bellevue.*[207]



MAP ~~98~~ 101

MAP 102

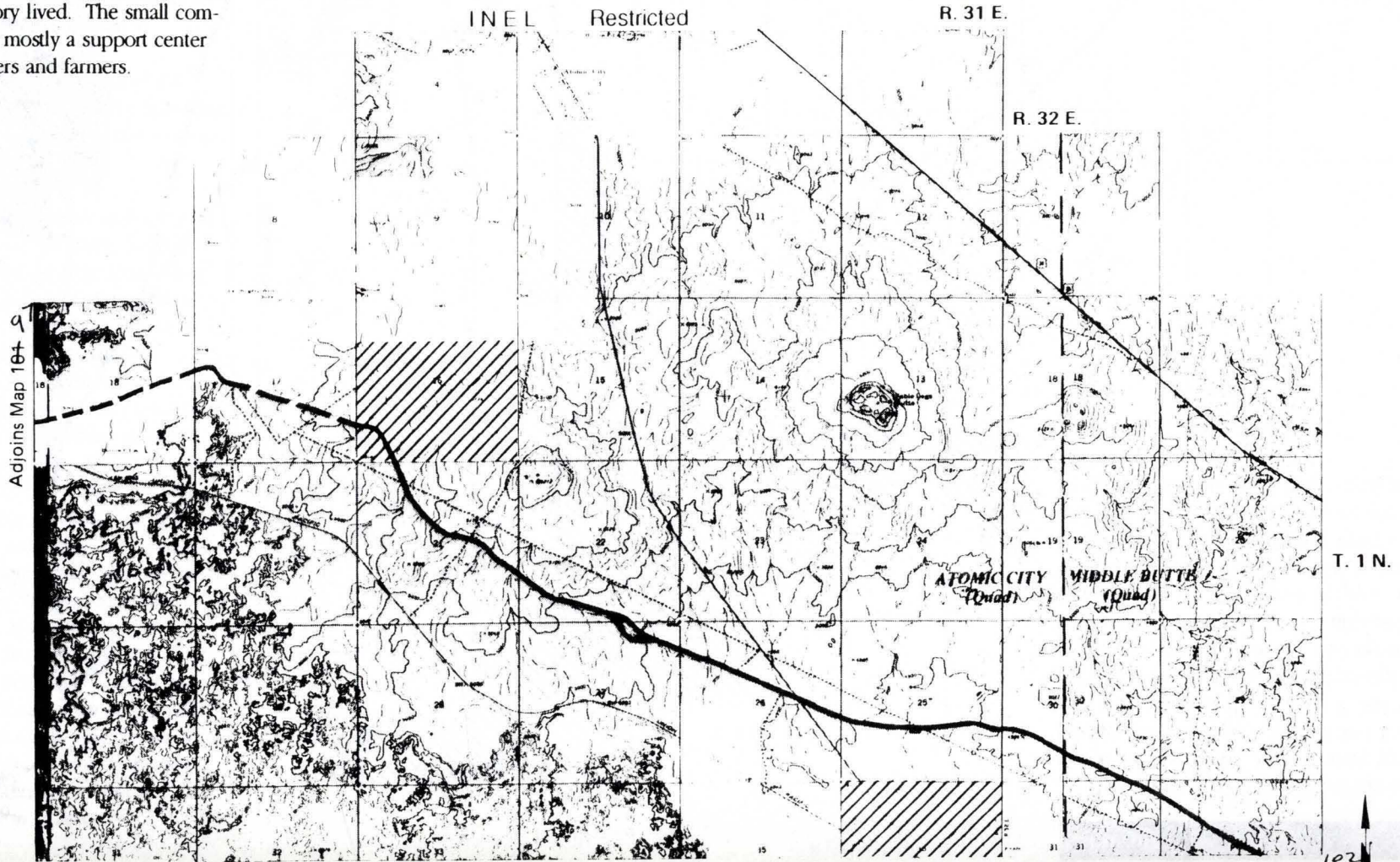
Three routes of Goodale's Cutoff join as one in Section 33, T1N, R32E. All three travel through lava beds, arid rangeland, and deep-well irrigated cropland. Highway 26 and the 1901 Blackfoot-to-Mackay railroad parallel or approximate two of the routes. Discontinuous segments are visible as the routes approach their junction. The lava flows to the west of the trail are currently Wilderness Study Areas. In 1911 Albert Smith Jr., William J. Rafferty and Basil C. Perles noted a telephone line along Blackfoot Road during their cadastral survey of this area.

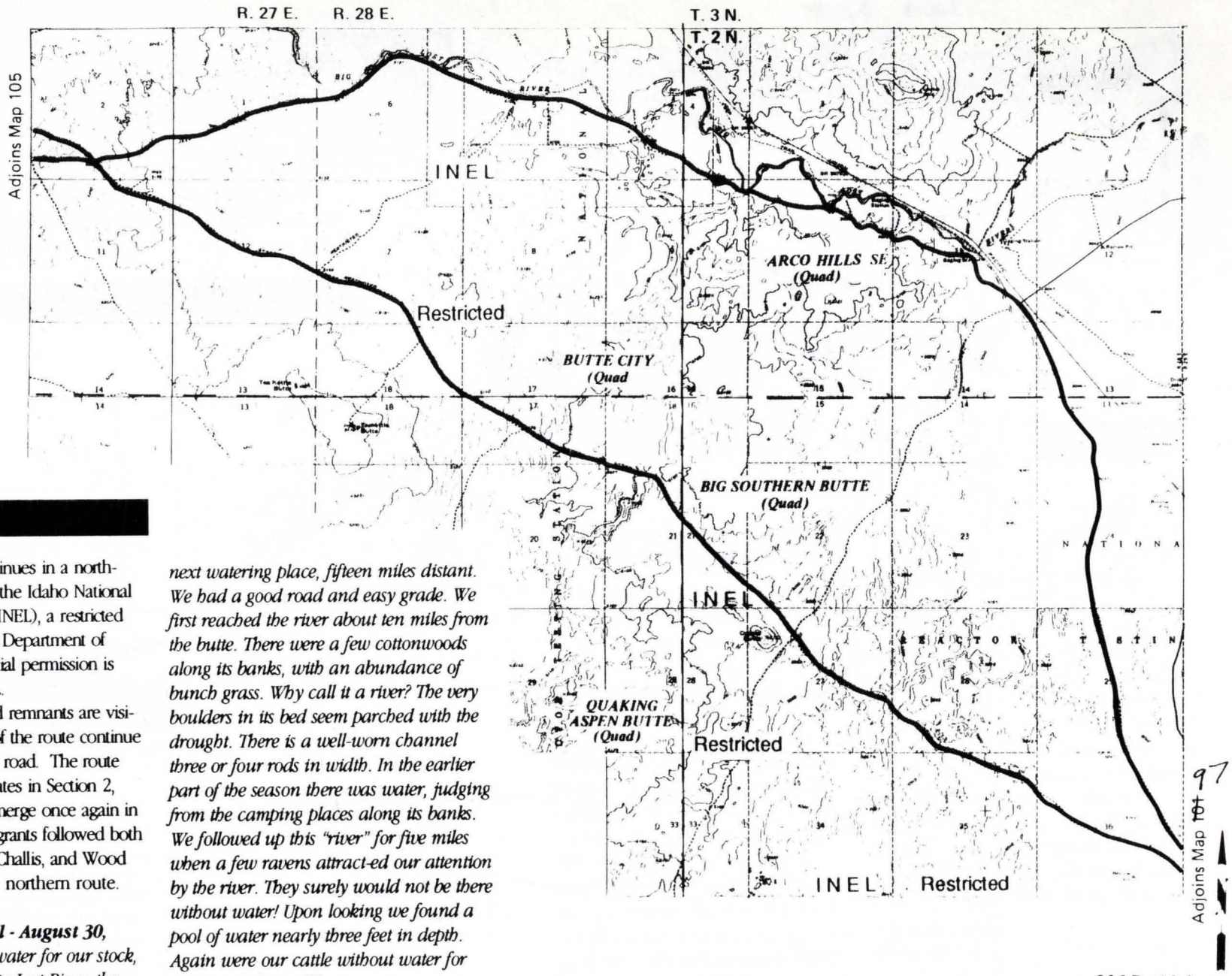


MAP 103

The route closely parallels the 1901 Blackfoot-to-Mackay railroad across lava beds, arid rangeland, and deep-well irrigated cropland. The Idaho National Engineering Laboratory, founded in 1949, lies north of the trail. Atomic City became a community where workers at the engineering laboratory lived. The small community is now mostly a support center for area ranchers and farmers.

The route on the eastern edge of Map 103 is deeply eroded in places. Although it is rough, the route is visible as it progresses west and has been marked. Discontinuous remnants are visible until the trail enters agricultural lands southwest of Atomic City. The trail is used as unimproved road as it turns west toward Big Southern Butte.



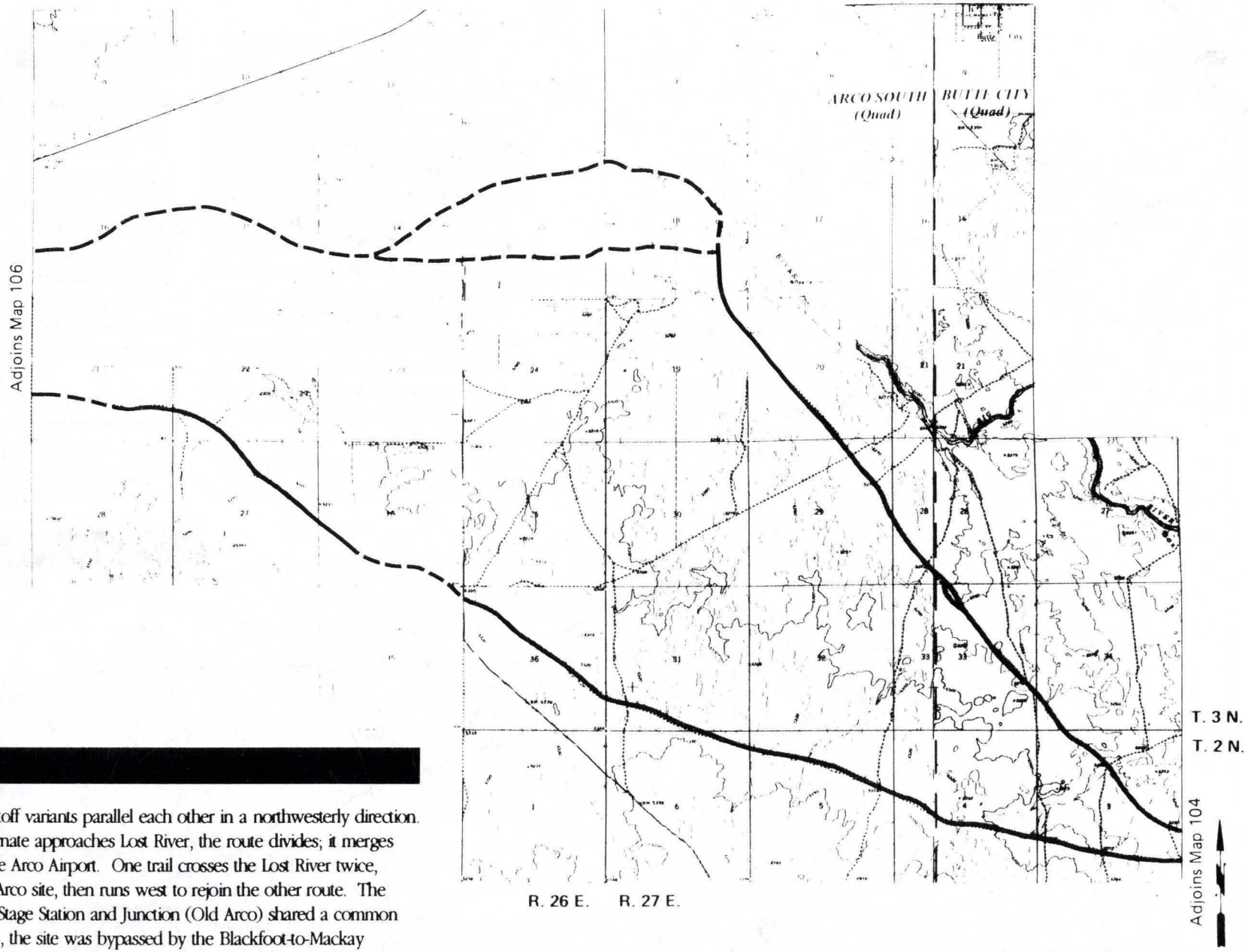


MAP 104

Goodale's Cutoff continues in a northwesterly direction across the Idaho National Engineering Laboratory (INEL), a restricted area administered by the Department of Energy, Idaho Falls. Special permission is needed to enter the INEL.

Continuous disturbed remnants are visible, and some portions of the route continue in use as an unimproved road. The route separates into two alternates in Section 2, T2N, R27E. The routes merge once again in about fifteen miles. Emigrants followed both trails, but the Blackfoot, Challis, and Wood River stage line used the northern route.

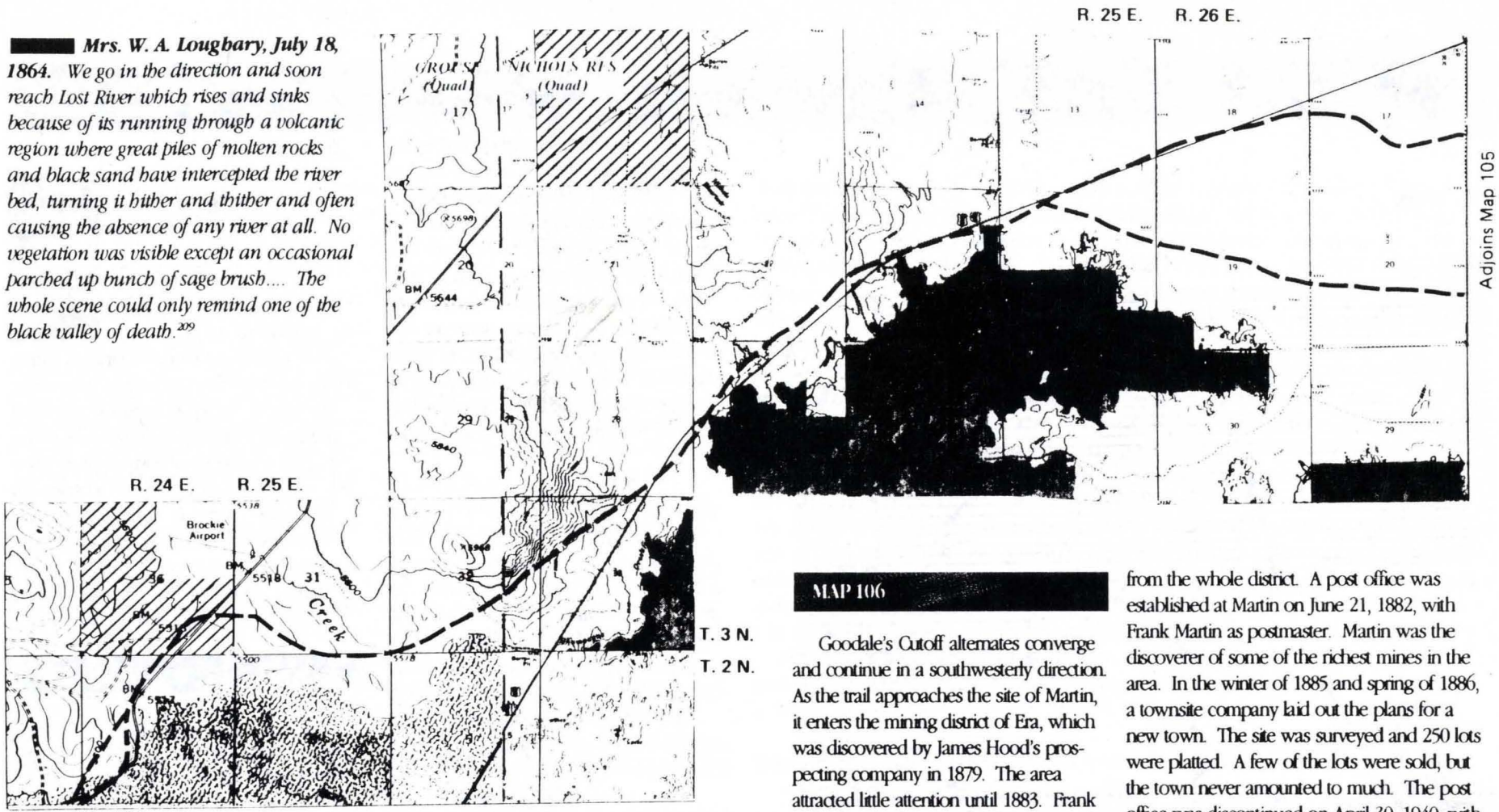
Julius Merrill - August 30, 1864. *There being no water for our stock, we resolved to push on to Lost River, the next watering place, fifteen miles distant. We had a good road and easy grade. We first reached the river about ten miles from the butte. There were a few cottonwoods along its banks, with an abundance of bunch grass. Why call it a river? The very boulders in its bed seem parched with the drought. There is a well-worn channel three or four rods in width. In the earlier part of the season there was water, judging from the camping places along its banks. We followed up this "river" for five miles when a few ravens attract-ed our attention by the river. They surely would not be there without water! Upon looking we found a pool of water nearly three feet in depth. Again were our cattle without water for twenty-two hours.*[208]



MAP 105

Goodale's Cutoff variants parallel each other in a northwesterly direction. As the north alternate approaches Lost River, the route divides; it merges again south of the Arco Airport. One trail crosses the Lost River twice, passing the Old Arco site, then runs west to rejoin the other route. The sites of the Arco Stage Station and Junction (Old Arco) shared a common location. In 1901, the site was bypassed by the Blackfoot-to-Mackay railway line and all businesses were transferred to the present town of Arco. Remnants are visible on the north and south variant until the routes reach irrigated farmland.

MAP 105



Mrs. W. A. Lougbary, July 18, 1864. *We go in the direction and soon reach Lost River which rises and sinks because of its running through a volcanic region where great piles of molten rocks and black sand have intercepted the river bed, turning it hither and thither and often causing the absence of any river at all. No vegetation was visible except an occasional parched up bunch of sage brush.... The whole scene could only remind one of the black valley of death.*[209]

Nellie Slater - July 25, 1862. *Came 10 miles further to Lost creek. It is a beautiful stream and runs smooth and swift. The country around is very rocky and broken with high mountains.* **July 26.** *This morning at half past three o'clock Father breathed his last on earth. He was taken very bad in the night while crossing the desert and kept getting worse till he died.... The funeral was preached at 10 o'clock by Mr. Hacket, a preacher in the train. We buried him half a mile south of the creek and four rods west of the road beneath an Indian canopy. He died on the 26th of July 1862, aged 53 years 7 months and 17 days.*[210]

MAP 106

Goodale's Cutoff alternates converge and continue in a southwesterly direction. As the trail approaches the site of Martin, it enters the mining district of Era, which was discovered by James Hood's prospecting company in 1879. The area attracted little attention until 1883. Frank Martin's Horn Silver Mine was the major producer. A twenty-stamp mill turned out $250,000 from that property in 1886-1887, and the town of Era boomed for two years. Era was also a stage stop (Champagne Creek) on the Blackfoot - Wood River stage line. A small amount of lead was recovered in 1908, and subsequent brief revivals came in 1913 and 1928. Perhaps $400,000 was realized from the whole district. A post office was established at Martin on June 21, 1882, with Frank Martin as postmaster. Martin was the discoverer of some of the richest mines in the area. In the winter of 1885 and spring of 1886, a townsite company laid out the plans for a new town. The site was surveyed and 250 lots were platted. A few of the lots were sold, but the town never amounted to much. The post office was discontinued on April 30, 1940, with the mail going to Arco thereafter. Discontinuous remnants, surviving as an unimproved road, are visible paralleling the highway north of Champagne Creek. Discontinuous remnants are also visible along Champagne Creek and as the trail heads south through Martin.

[redacted] ***Nellie Slater - July 27, 1862.*** *...we found a small stream and camped. We can see a great many Indians all the time. There is a guide by the name of Tim Gooddle [Goodale] who is part Indian.*

July 28. *Laid by today to get as large a train together as possible. It now consists of 1,238 wagons, 998 men, 300 women and children and 2,900 shots. A young man died this morning in the train...his name is Colls and is 23 years of age. There was a funeral preached at 6 in the evening and he was buried. He has one sister, a widow, and an uncle along.*[211]

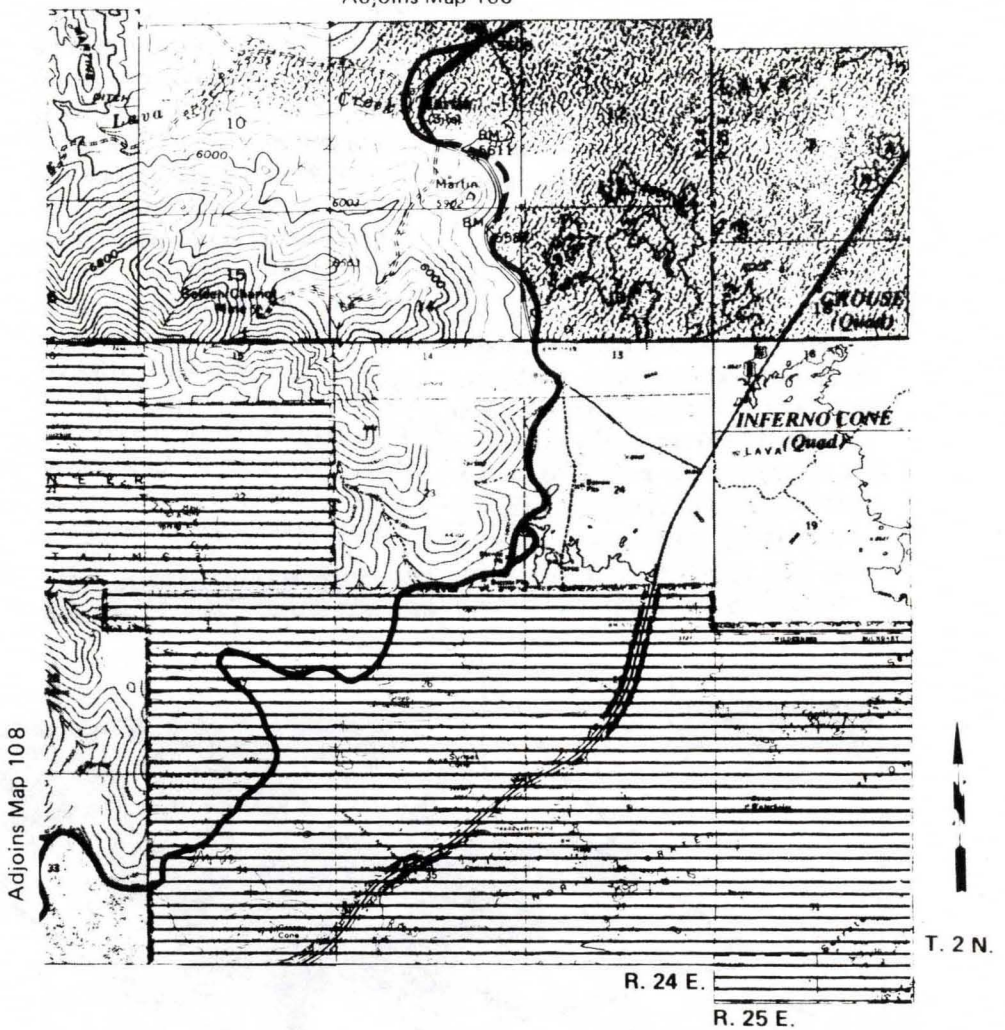
MAP 107

Goodale's Cutoff follows a southwesterly course along the perimeter of the Pioneer Mountains and Craters of the Moon National Monument area which was established as a National Monument in 1924. Continuous remnants of Goodale's Cutoff are visible and continue to be used as an unimproved road. When the present road reaches the fenced boundary of Craters of the Moon National Monument, visitors are directed to the Visitor Center in order to obtain a permit to travel through the north end of the monument. This segment of the cutoff is included in the National Register of Historic Places.

[redacted] ***Nellie Slater - July 29, 1862.*** *Started this morning, traveled through rocks from one to five feet high and had to make our road through as best we could. Some of the boys found in the rocks a trunk which had been lost or hid in 1853. It was full of clothing, dishes and other small articles.*[212]

[redacted] ***Julius Merrill - September 1, 1864.*** *As far as the eye can reach, there is nothing but this black volcanic rock. This region must have received some terrible scorching and shaking years ago. These rocks are thrown up in every conceivable shape. Some are like columns fifteen or twenty feet in height, and I often wondered how it became so well balanced to stand without propping. Again it would be thrown up like the roof of a house, with the top edges a few feet apart leaving a chasm many feet in depth between. It appeared to be a crust from two to four feet in depth that when cooled was then rent asunder by some pent up gases. I saw many places where it had the appearance of running when quite thick. Upon the outer edge of the stream it would seem to cool and that the more hot would press forward, leaving it wrinkled. Sometimes it would overflow and form a new crust, which might be easily removed. I can give no just description of it. It must be seen to be appreciated.*

September 2, 1864. *Splendid feed last night but no water. Springs one mile in advance and feed all burnt off near them. Road very rough. In going over one hill which was very steep we came near upsetting our wagon and were obliged to unload the larger part of it. Road all rocks in several places. Some so large as to scarcely pass under the wagon. At one place we were obliged to drive over a huge rock just a little wider than the wagon. Had we gone a foot to the right or to the left the wagon would have rolled over.*[213]



MAP 107

RANCHING



Stock-raising and cattle drives along emigrant roads began as part of several different fur trade operations. Permanent herds were begun at Fort Hall (with three cattle) in 1834 and at Fort Boise in 1836 when Henry Harmon Spalding left cows there in a convenient Hudson's Bay Company exchange. By 1845, Fort Boise had almost 2,000 sheep, 73 pigs, 27 cattle, and 17 horses.[214]

Emigrant traffic began to build up major herds at Fort Hall. Some herds of abandoned cattle that recuperated over a winter of inactivity were found by subsequent emigrant parties. Cattle-raisers soon entered an Oregon Trail supply business. Many were former trappers with Indian families who had virtually no competition and tended to profit quite handsomely from emigrant needs for fresh stock. They established trade stations along routes where both grass and water were readily available, and they generally got the best of their customers. The most important Willamette Valley herds, however, came West with emigrant parties, commencing with Jesse Applegate's large cow column of 1843.[215]

Mining in Idaho and Montana provided a greatly expanded cattle market after 1862. Cattle from Oregon, Washington, and California came to several Idaho mining districts by Oregon Trail routes. Ranches in upland valleys and prairies convenient to mining districts developed herds of some consequence. In September 1864, Julius Caesar Merrill noted herds of both cattle and sheep grazing at Camas Prairie, Little Camas, and Willow Creek being fattened for the mining-camp markets of South Boise and Boise Basin.[216] In 1866, cattle from Nebraska and Texas began to reach Idaho by way of South Pass and emigrant roads. Important southern Idaho herds developed rapidly, but long Idaho cattle drives back east through South Pass came after 1869.[217]

Union Pacific rail service across Wyoming affected Oregon Trail stock drives by 1868 and 1869. In order to gain access to additional range and to reduce transportation costs, sheep and cattle drives continued through South Pass to shipping points farther east. By 1869, foundations for major Idaho and Wyoming cattle herds were well established. Most livestock operations, however, commenced as Oregon Trail sheep and cattle drives.

Livestock-raising and Oregon Trail sheep and cattle drives all expanded greatly in Idaho after completion of railroad construction across Wyoming and Utah in 1869.

Idaho's cattle ranges also underwent substantial expansion after 1869. With declining mining markets, Oregon, Washington, and Idaho had surplus cattle that were herded in large numbers along Oregon Trail routes to Wyoming for a decade after 1874. Shorthorn cattle, superior in handling, in space needed, in weight, and in grade of beef, displaced Texas longhorns from many northern plains ranches, including those of Wyoming. Because of this, Oregon, Washington, and Idaho shorthorns began to move in large numbers to Wyoming ranches and railheads. Until 1872, high Northwestern cattle prices delayed large Montana and Wyoming purchases. Then a surplus of cattle, coincident with national economic panic in 1873, made Northwestern stock attractive to Wyoming purchasers. By 1874, a few thousand cattle were herded east.[218]

Major stock purchases and cattle drives began to clear surplus herds from southern Idaho as well as from Oregon and Washington by 1876. Oregon Trail cattle traffic eastward now exceeded earlier westward cattle drives. Some cattle were shipped east by rail from Black's Fork, but others were herded to Laramie and other Wyoming points. Even Bannock War hostilities on Camas Prairie did not hold back an increasing number of cattle from coming through in 1878. By 1879, Idaho was moving 40,000 head of cattle a year into Wyoming, while an additional 60,000 were coming from farther west. With 100,000 or more a year traversing Oregon Trail routes into Wyoming, cattle had become a major factor in Oregon Trail traffic. In 1880, this number increased to 62,000 cattle from Washington, 58,300 from Oregon, and another 50,000 from Idaho.[219] Wyoming ranches were expanding rapidly during that era, with Oregon Trail herding routes accommodating increased numbers annually.

Moving large herds along Oregon Trail driveways required careful organization and planning. A single herd of 24,800 used an Oregon Trail route to a Yellowstone winter camp in 1880:

> *To drive these cattle of Lang and Ryan to the Yellowstone country, where they will winter, will require 800 head of horses and the services of 120 men. Most of these "cowboys" are Kansas men, who have been in the employ of this concern for the past six years. Forty wagons accompany the drive, and about 160 stand of loaded rifles will always be on hand, good for about 3,000 shots at any band of hostile Indians that may attack them. The drive will be cut up into three squads or bands of cattle, the first lot having two days start of the third. This brings them in easy range of the rear from the front. In April they will begin to gather up for the start, and by the 25th of that month the greatest body of cattle ever banded together will be slowly marching eastward. Up to the twentieth of June the drive will be about nine miles per day, but as the heat of summer comes along they will decrease it to about five. Therefore a steer travels no more on a drive of this kind than he would upon the range, and is sure to be in good order when he reaches the Yellowstone, as there is abundance of bunch grass as soon as the Grande Ronde river is passed.*[220]

Heavy Pacific Northwest winter stock losses reduced eastern sales precipitously for a year after a great 1880 season, but large herds moved again in 1882. Cattle remained less abundant than in 1880, so sheep and horses began to displace them. Larger West Coast markets in Seattle, Portland, and Tacoma also helped to cut off Wyoming's supply of Washington and Oregon cattle. After 1882, stock drives across Idaho consisted mainly in sheep, which were moving to Wyoming in large numbers by 1884. Long sheep drives continued across Idaho and Wyoming for many years.[221]

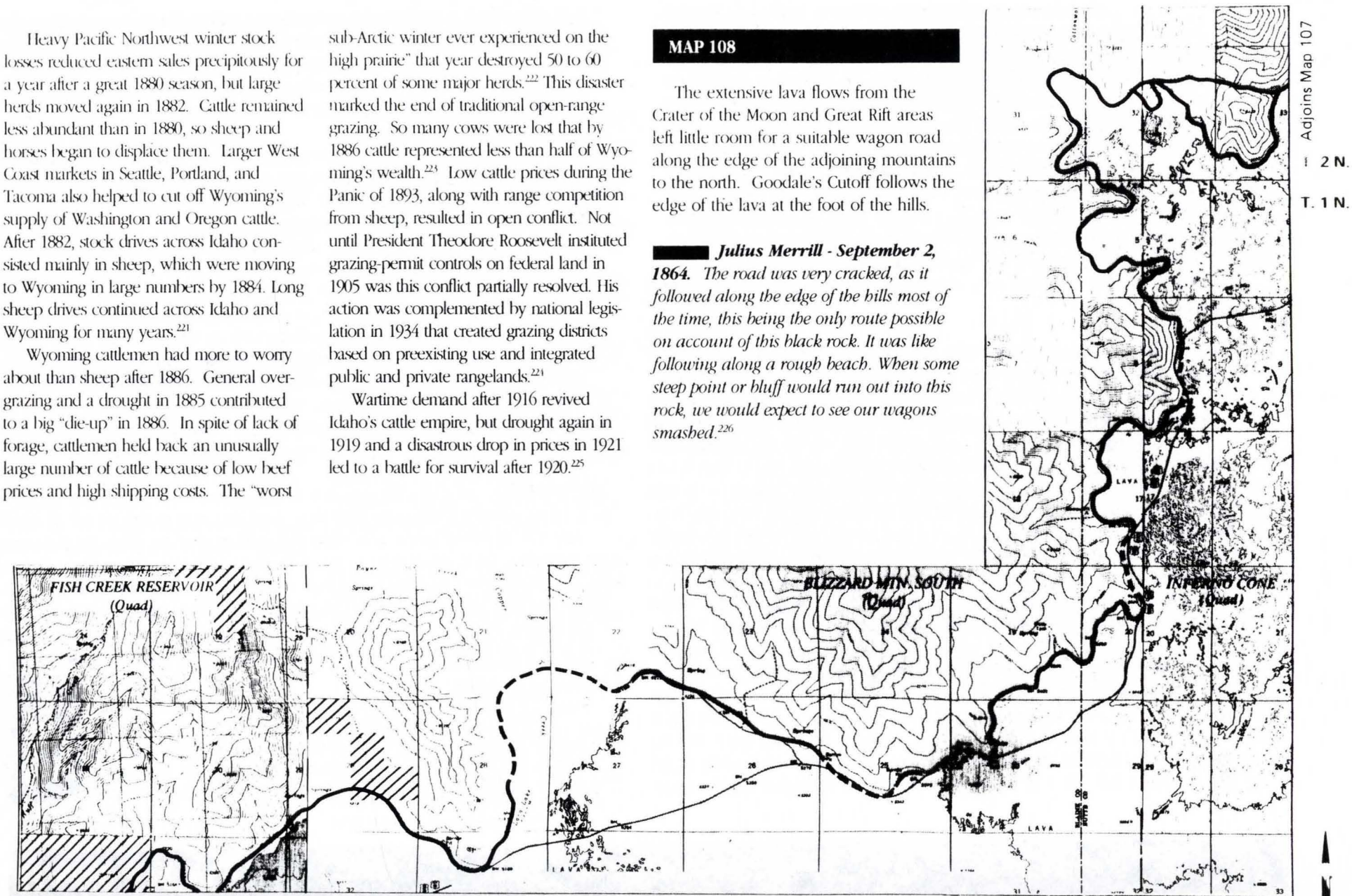
Wyoming cattlemen had more to worry about than sheep after 1886. General overgrazing and a drought in 1885 contributed to a big "die-up" in 1886. In spite of lack of forage, cattlemen held back an unusually large number of cattle because of low beef prices and high shipping costs. The "worst sub-Arctic winter ever experienced on the high prairie" that year destroyed 50 to 60 percent of some major herds.[222] This disaster marked the end of traditional open-range grazing. So many cows were lost that by 1886 cattle represented less than half of Wyoming's wealth.[223] Low cattle prices during the Panic of 1893, along with range competition from sheep, resulted in open conflict. Not until President Theodore Roosevelt instituted grazing-permit controls on federal land in 1905 was this conflict partially resolved. His action was complemented by national legislation in 1934 that created grazing districts based on preexisting use and integrated public and private rangelands.[224]

Wartime demand after 1916 revived Idaho's cattle empire, but drought again in 1919 and a disastrous drop in prices in 1921 led to a battle for survival after 1920.[225]

MAP 108

The extensive lava flows from the Crater of the Moon and Great Rift areas left little room for a suitable wagon road along the edge of the adjoining mountains to the north. Goodale's Cutoff follows the edge of the lava at the foot of the hills.

Julius Merrill - September 2, 1864. *The road was very cracked, as it followed along the edge of the hills most of the time, this being the only route possible on account of this black rock. It was like following along a rough beach. When some steep point or bluff would run out into this rock, we would expect to see our wagons smashed.*[226]



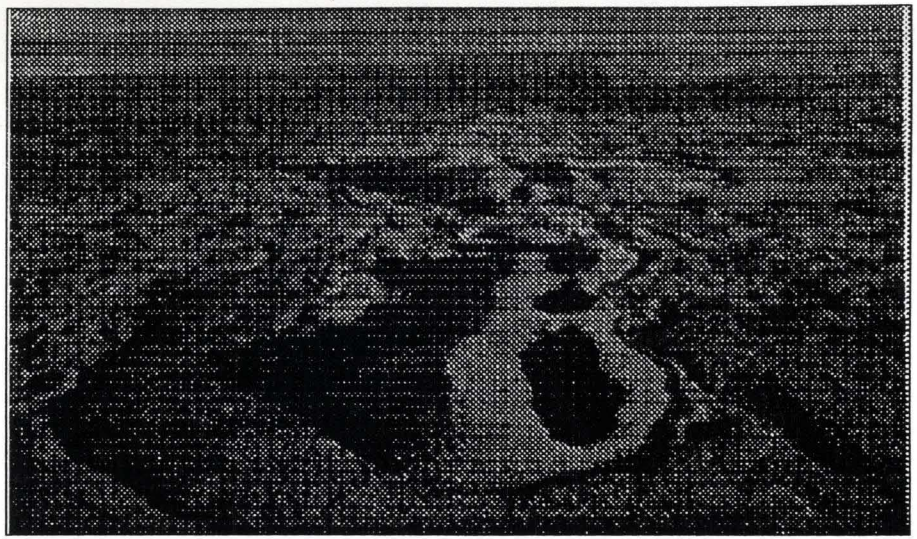
MAP 108

MAP 109

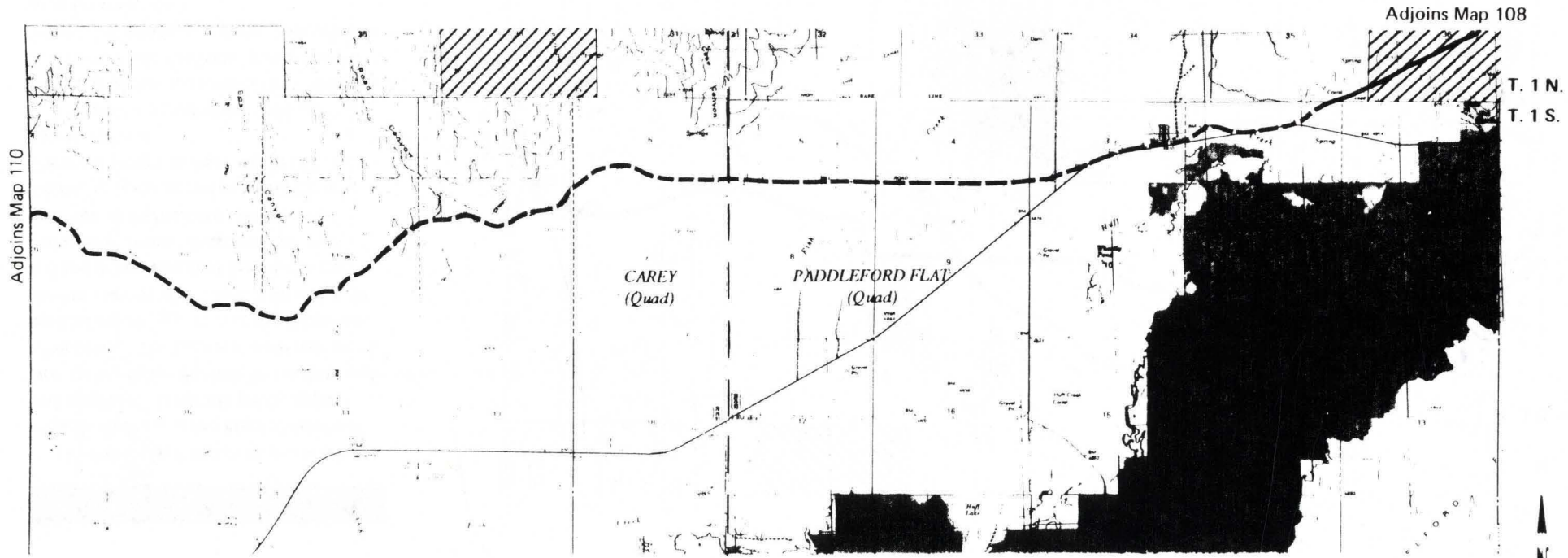
Goodale's Cutoff runs is a westerly direction through rangeland and irrigated cropland. Some irrigated farms commenced operation after the completion of Fish Creek Dam in 1920.

Remnants are visible as the route descends Huft Creek to U.S. Highways 93/20/26.

Julius Merrill - September 4, 1864. *Drove six miles and coming to springs and good feed, halted for dinner. That black volcanic rock we leave to the left. It can be seen extending for miles along the valley. We seem to turn more to the right and upstream as nearly all the creeks run toward the Snake River, which is to the left. It was relief to see the distance widening between us and these volcanic strata. It was a desolate, dismal scenery.... In P.M. drove on to Trout Creek five miles, and it being very windy and dusty, we camped [Fish Creek].*[227]



Great Rift. (Bureau of Land Management)



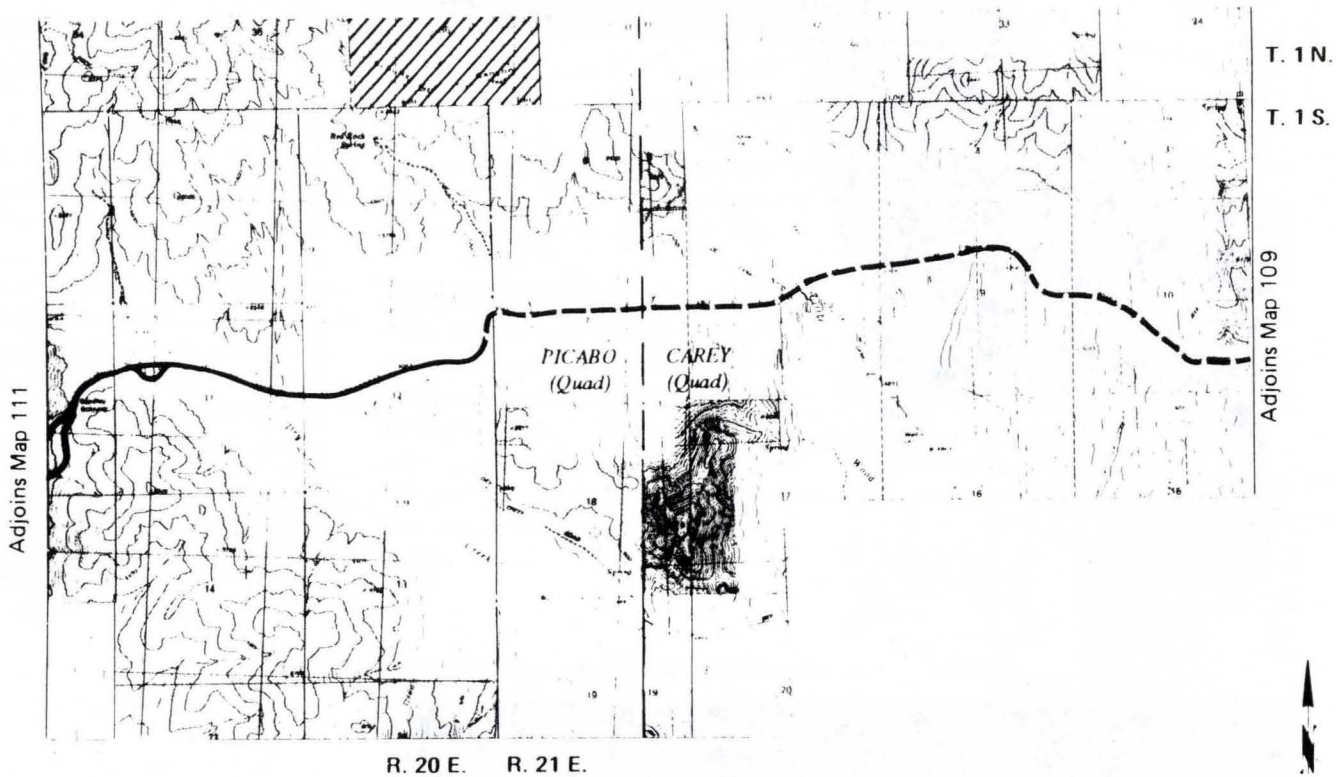
MAP 109

MAP 110

Goodale's Cutoff continues in a southwesterly direction across irrigated farmland and rangeland. Emigrants greatly appreciated finding fish in the Little Wood River and Silver Creek. The latter is a world renowned trout-fishing stream. Present-day fishermen attempt to catch Silver Creek trout with a fly rod and an assortment of flies on this catch-and-release stream. Emigrants, however, were not so sophisticated and generally resorted to spearing and snagging the fish. The more hungry travelers would use nets to retrieve the fish.

Continuous remnants are visible as the route approaches and crosses Dry Creek and as it ascends and descends Bradley Summit. Some of the remnants continue to be used as an unimproved road.

[redacted] ***Annie Jane Biggers Elliott Foster - September 17, 1904.*** *But the prettiest sight we seen was at the Silver River [Silver Creek]; there we crossed a bridge the water was ten or twelve feet deep and clear as a cristle. Under the bridge the fish lay on the bottom of the river side by side looked like they do when packed for sardines. They didn't seem to be traveling. When we would make a noise some would swim away a short distance then swim right back to its place. The water was swift. We all laid down on the bridge and watched them. There was a large body of them. They wouldn't bite a hook or pay any attention. The boys made some grab hooks and caught a few. There was large ones and small ones. The largest looked about two pounds.*[228]

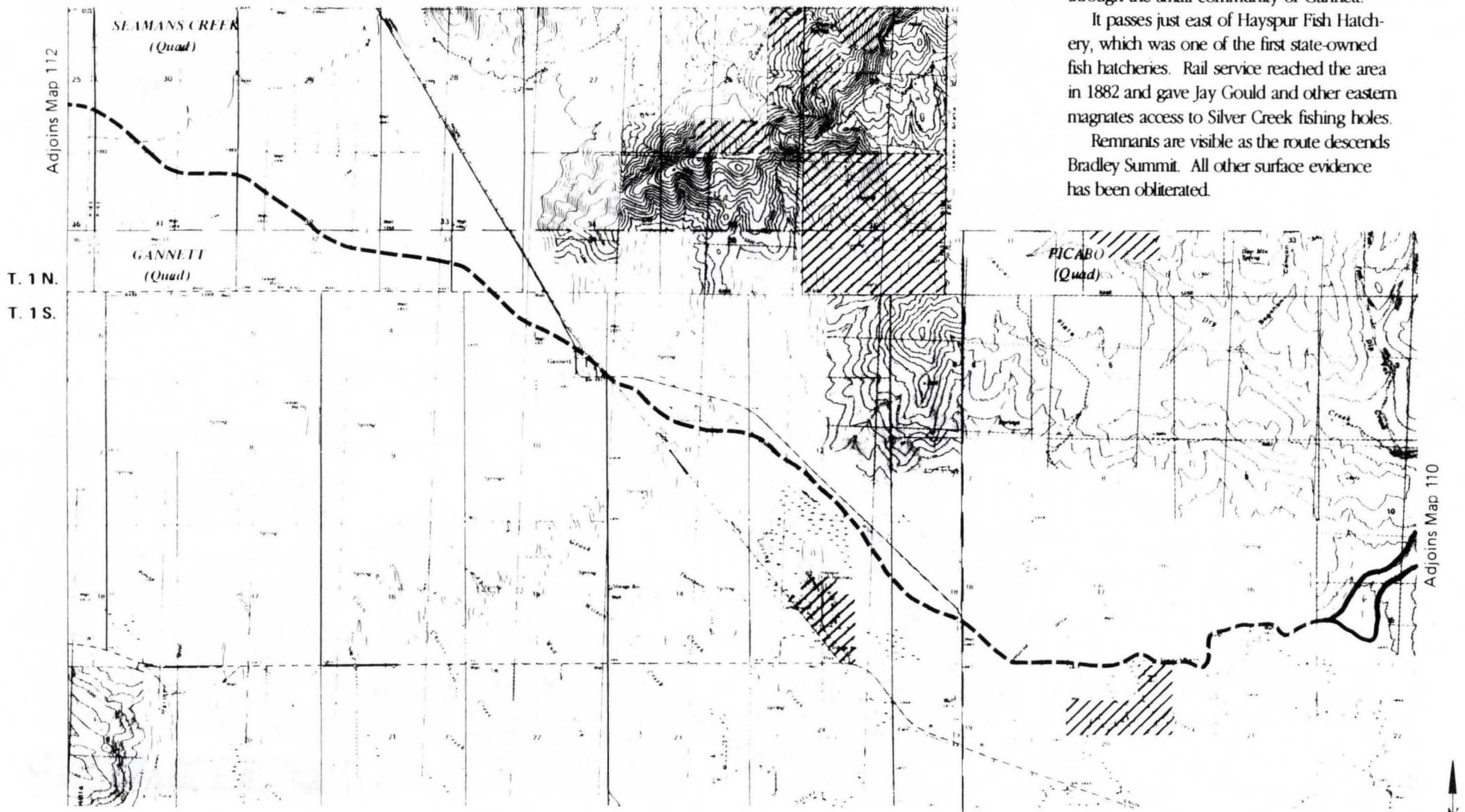


MAP 111

Goodale's Cutoff heads in a west/northwesterly direction across irrigated cropland through the small community of Gannett.

It passes just east of Hayspur Fish Hatchery, which was one of the first state-owned fish hatcheries. Rail service reached the area in 1882 and gave Jay Gould and other eastern magnates access to Silver Creek fishing holes.

Remnants are visible as the route descends Bradley Summit. All other surface evidence has been obliterated.

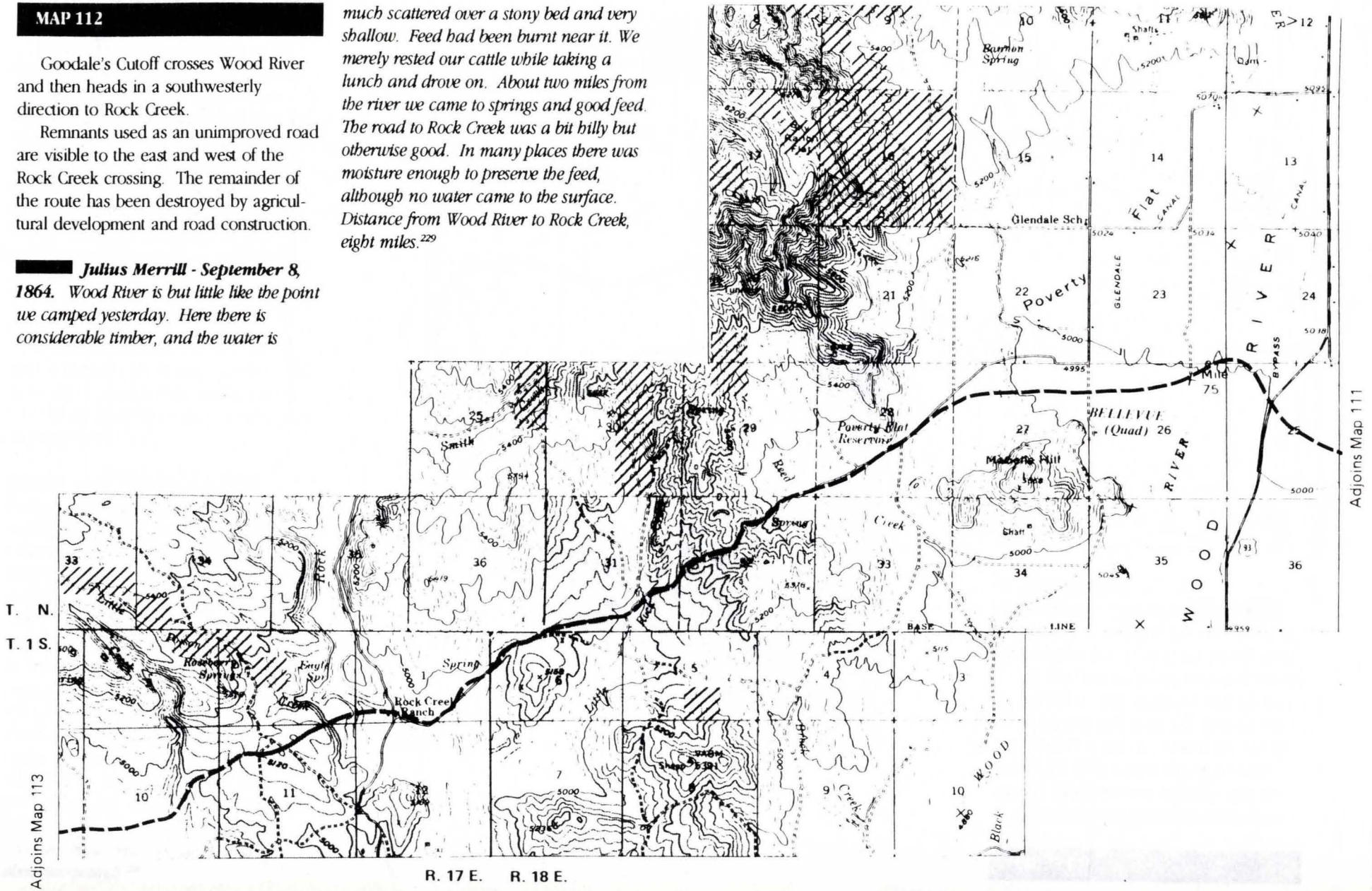


MAP 112

Goodale's Cutoff crosses Wood River and then heads in a southwesterly direction to Rock Creek.

Remnants used as an unimproved road are visible to the east and west of the Rock Creek crossing. The remainder of the route has been destroyed by agricultural development and road construction.

[redacted] *Julius Merrill - September 8, 1864.* *Wood River is but little like the point we camped yesterday. Here there is considerable timber, and the water is much scattered over a stony bed and very shallow. Feed had been burnt near it. We merely rested our cattle while taking a lunch and drove on. About two miles from the river we came to springs and good feed. The road to Rock Creek was a bit hilly but otherwise good. In many places there was moisture enough to preserve the feed, although no water came to the surface. Distance from Wood River to Rock Creek, eight miles.*[229]



MAP 112

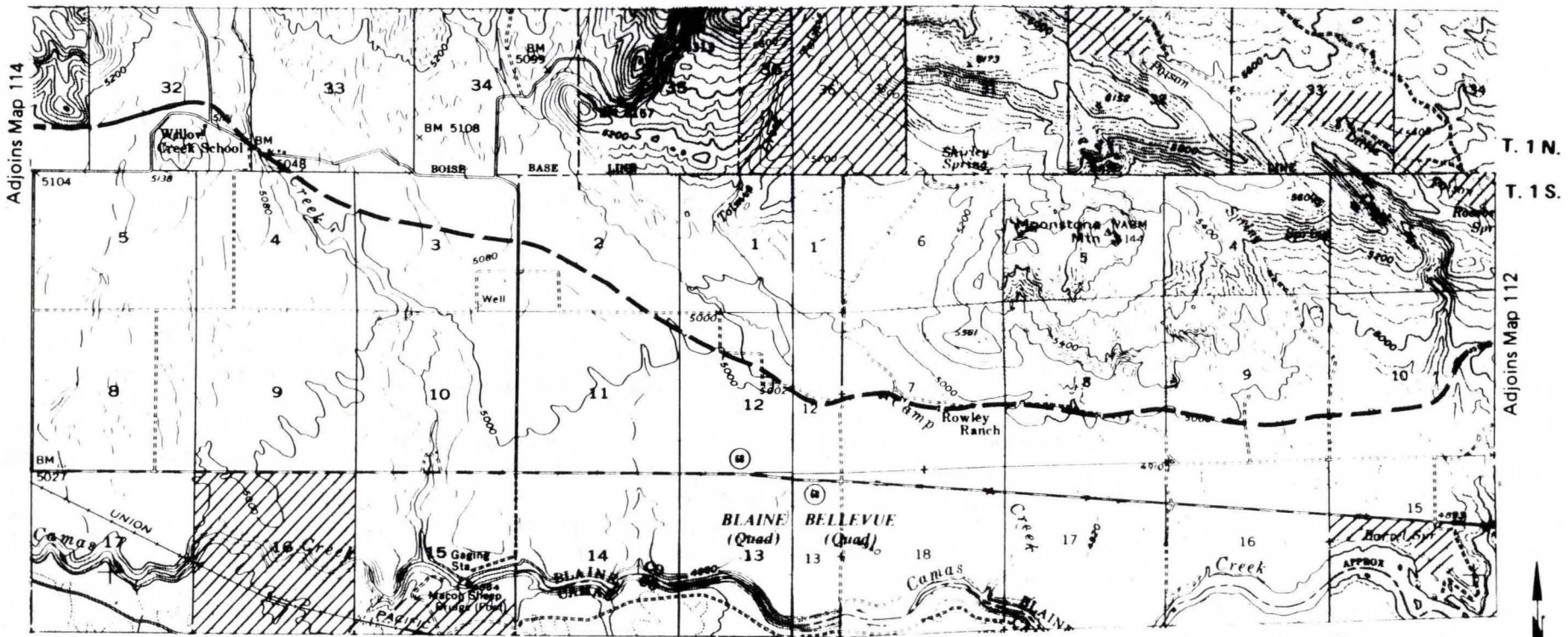
MAP 113

Goodale's Cutoff continues in a westerly direction across agricultural lands. Discontinuous remnants used as unimproved roads are visible east and west of Willow Creek.

E. O. Grimes used this trail in 1880 for a long cattle drive from the Prineville area of Oregon to the Rock Creek Station in Wyoming:

Mr. Grimes started from Prineville on the 14th of last June, having two droves of cattle numbering in the aggregate 3,150, belonging to Messrs. Todd, Coleman & Co., he being the foreman of the band of twenty-one herders, including eight Indians. The route was as follows: From Prineville, by way of Camp Harney, to Snake river, which they crossed at Steele's ferry; from this point they proceeded by way of Big Camas Prairie to Wood river, in Idaho; they then crossed the Snake river again at Eagle Rock, and followed what is called the Soda Springs route.... They crossed the Rocky Mountains at the South Pass, and, arriving at Sweet Water, followed down that river to Rock Creek station, one hundred miles west of Cheyenne, where the cattle were put on cars and shipped to Council Bluffs....

The cattle, after being shipped to Council Bluffs, Mr. Grimes informs us, are driven into some of the valleys near the Missouri river, and fed during the winter on corn, fodder and hay. In the spring, they are taken up and stall-fed and soon placed on the market for beef.[230]



MAP 113

MAP 114

Goodale's Cutoff continues in a westerly direction across Camas Prairie. Discontinuous remnants used as an unimproved road are visible east and west of Elk Creek.

Julius Merrill - September 9, 1864. *We however drove on and after crossing a ridge of low hills came into another valley named Big Camas. It derives its name from the camas root, which is found here in large quantities. It is much sought after by the Indians for food. It is just the shape of an onion and has a sweetish taste.*

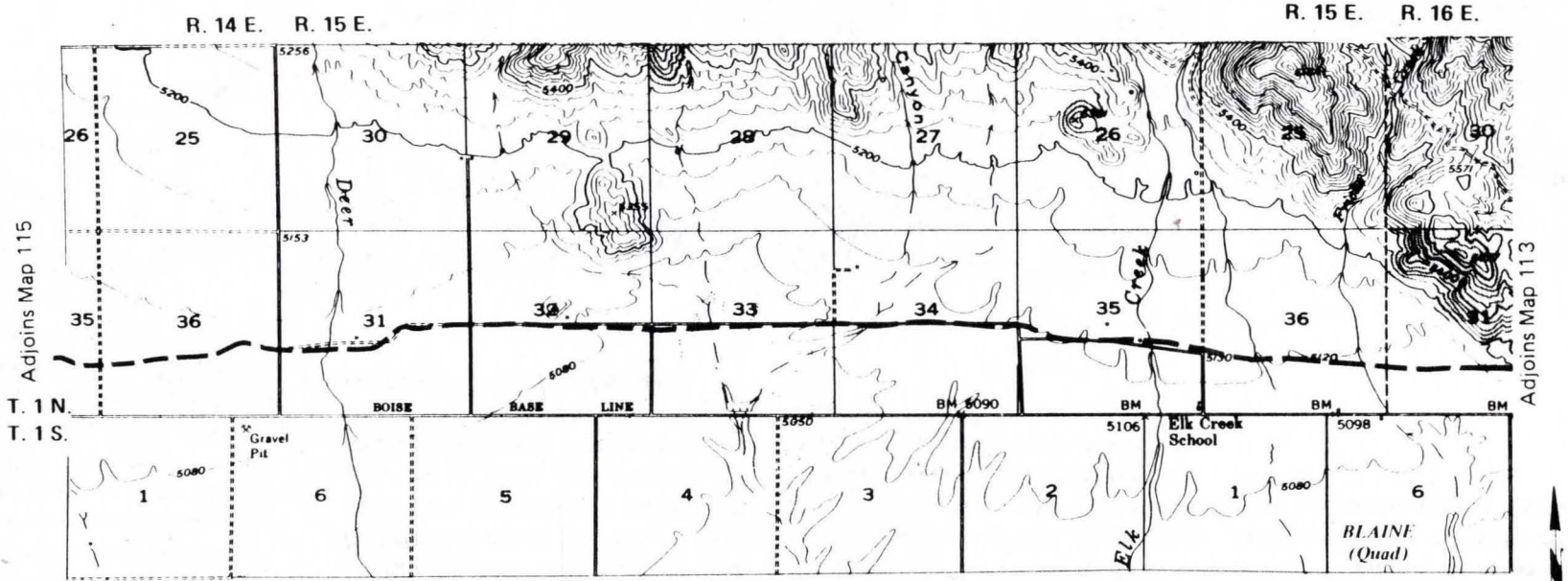
Camped at night at one of those dry creeks with water at intervals. Good feed and willows for fuel. ***Sept 10th.*** *Distance to Bute Spring 3 1/2 miles. This is a beautiful spring at the base of a Bute (cone shaped hill) which stands in the valley alone and free from any elevations for quite a distance. The road is splendid but dusty and quite windy. We pass several dry creeks with the willows yet green but could find no water. Splendid feed at noon but no water. At night we camped beside a creek and I succeeded in shooting two sage hens.*

Here we found some men from Californial – with sheep which they were fattening and selling occasionally to some emigrants who were so fortunate as to have money enough to purchase. The real market was South Boise thirty miles distant.

There were said to be some hot springs near by but I did not have time to visit them. 12 miles in P.M.

Sept 11th. *After driving 2 1/2 miles we came to the '100 mile Ranch.' It is so named because it is 100 miles from Boise City. Quite a number of emigrants have stopped here and intend to winter. Several huts have been built and considerable hay cut which they intend to haul to South Boise 30 miles distant. There is no road yet completed. They haul it as far as they can and then pack it upon horses or mules. It was said to be worth $200.00 per ton delivered at the mines.*

Drove seven miles and lay over the rest of the day. Splendid feed wood and water.[231]



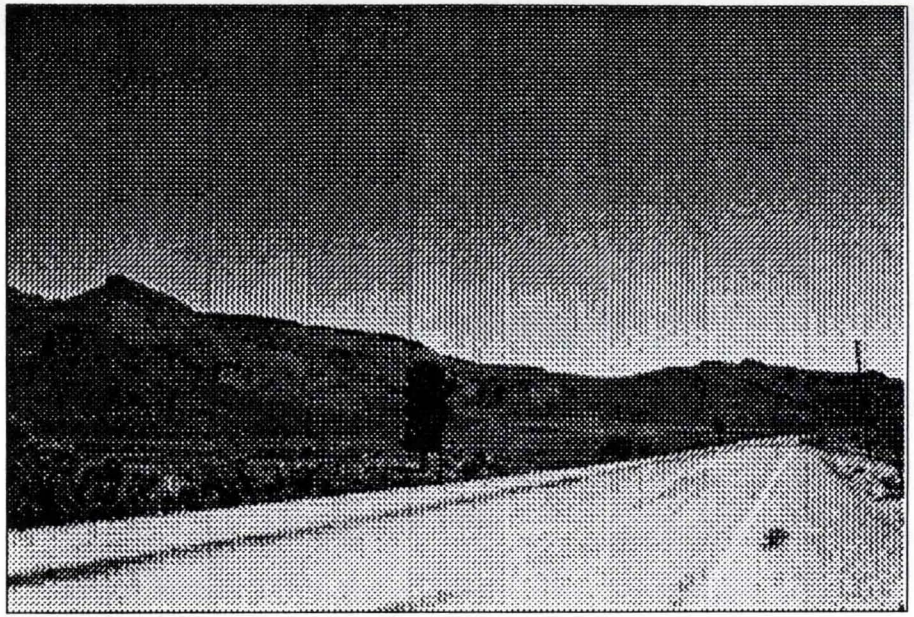
MAP 114

MAP 115

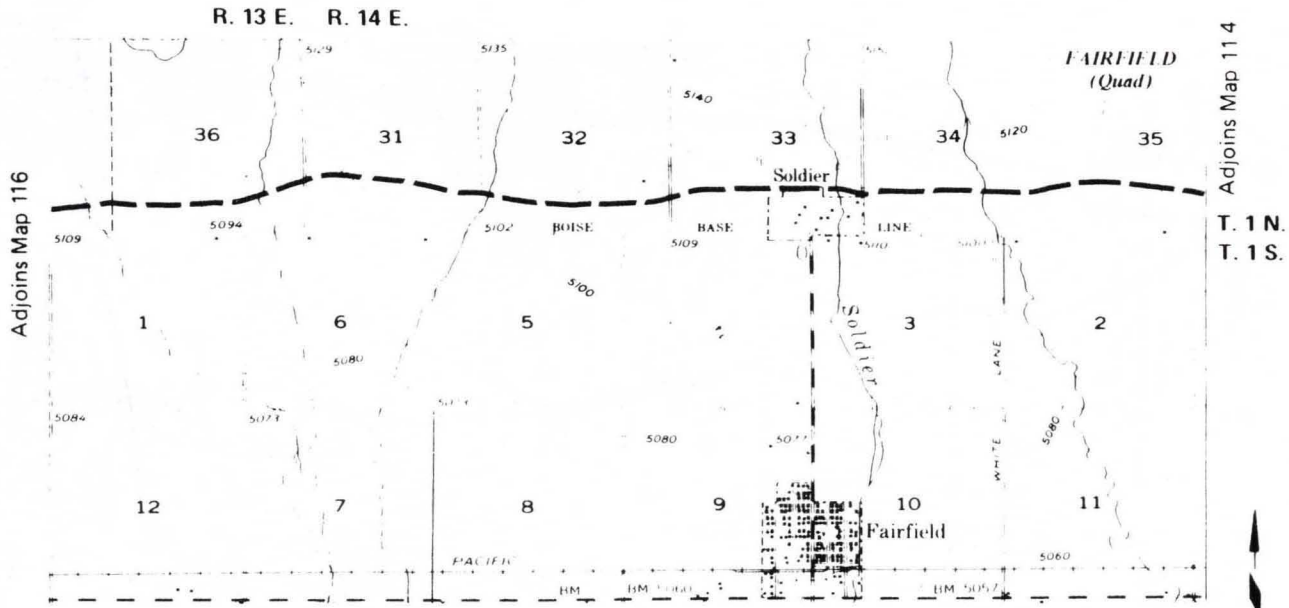
Goodale's Cutoff continues in a westerly direction across Camas Prairie. Settled shortly after Indian resistance ended in 1878, Camas Prairie gained rail service in 1912. At that time, Fairfield replaced Soldier as the farming and supply center for Camas Prairie. Fairfield is the county seat for Camas County.

Soldier was founded as an agricultural town in 1884. It was built on land formerly occupied by the military in 1865, and thus the name Soldier. Captain Joel Palmer established Camp Wallace on June 30, 1865, to protect emigrants and settlers. The camp was abandoned September 20, 1865.

Agricultural development has destroyed all physical evidence of the route.



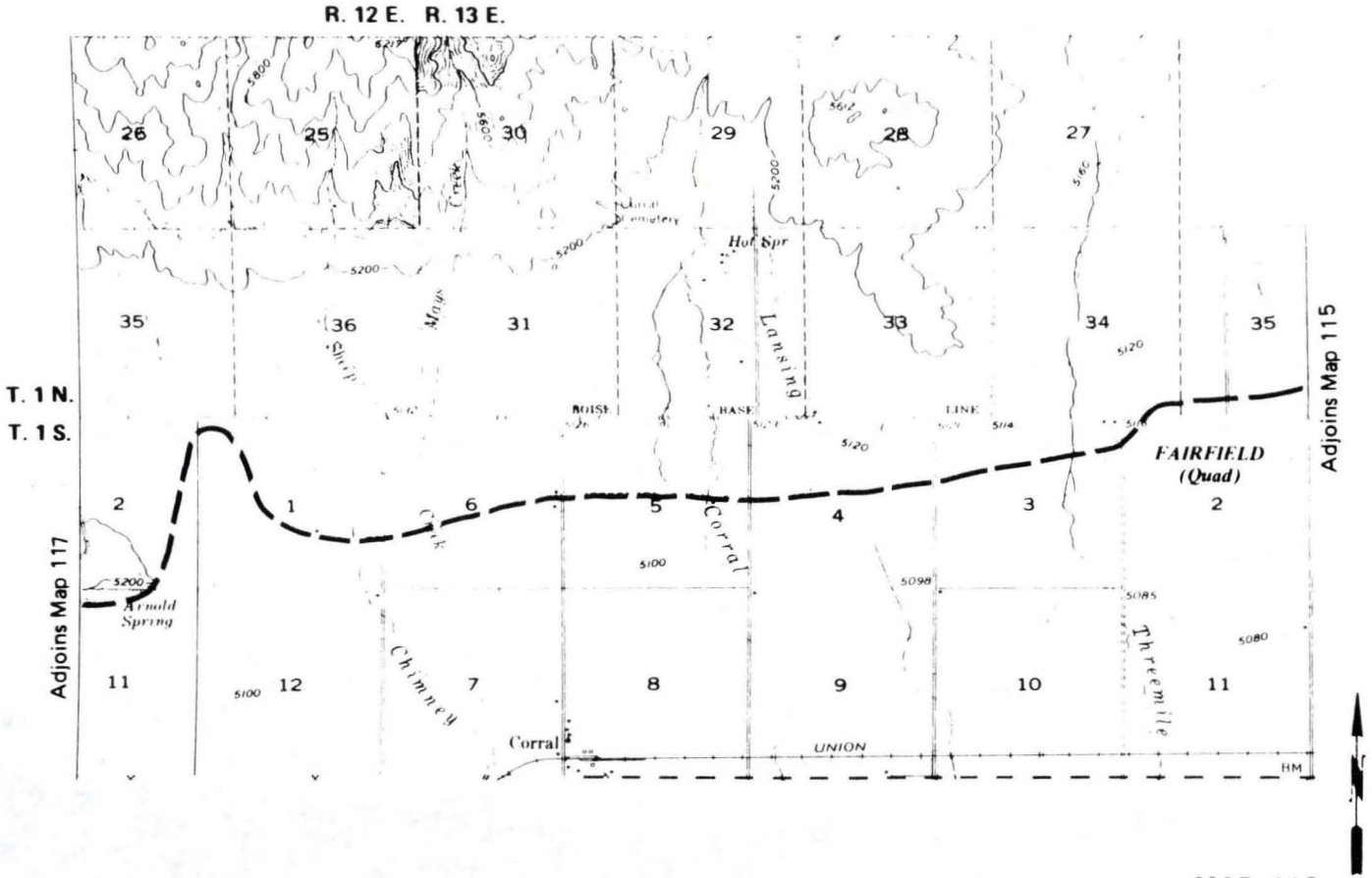
Camas Prairie. (John C. Lytle, Bureau of Land Management, 1989)



MAP 115

MAP 116

Goodale's Cutoff continues in a westerly direction across Camas Prairie. Rail service reached the area in 1912. Remnants have been destroyed by agricultural development and road construction.

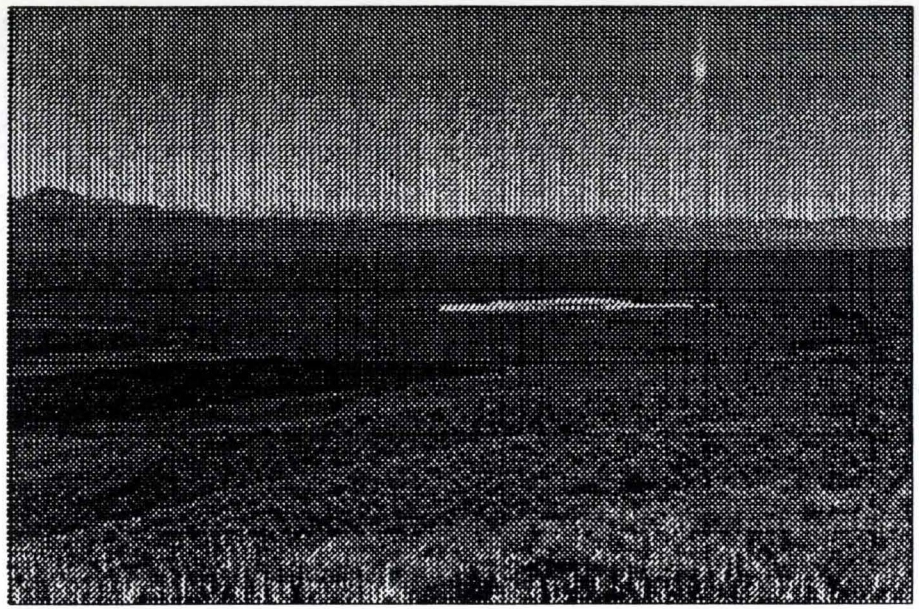


MAP 116

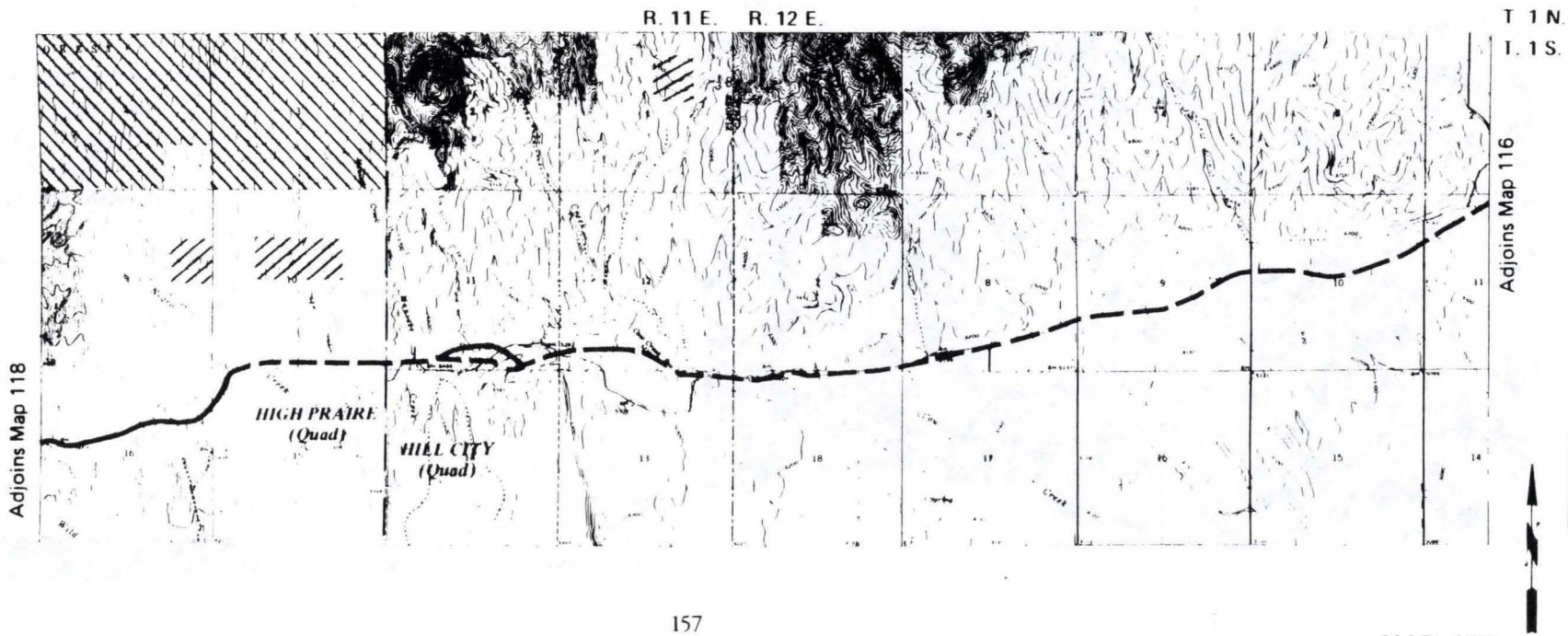
MAP 117

Goodale's Cutoff continues in a westerly direction across agricultural and rangelands. Hill City was the terminus for the railway, which arrived in 1912.

Remnants used as an unimproved road are visible east of Cow Creek and west of Cow Creek Reservoir.



Camas Prairie. (John C. Lytle, Bureau of Land Management, 1989)

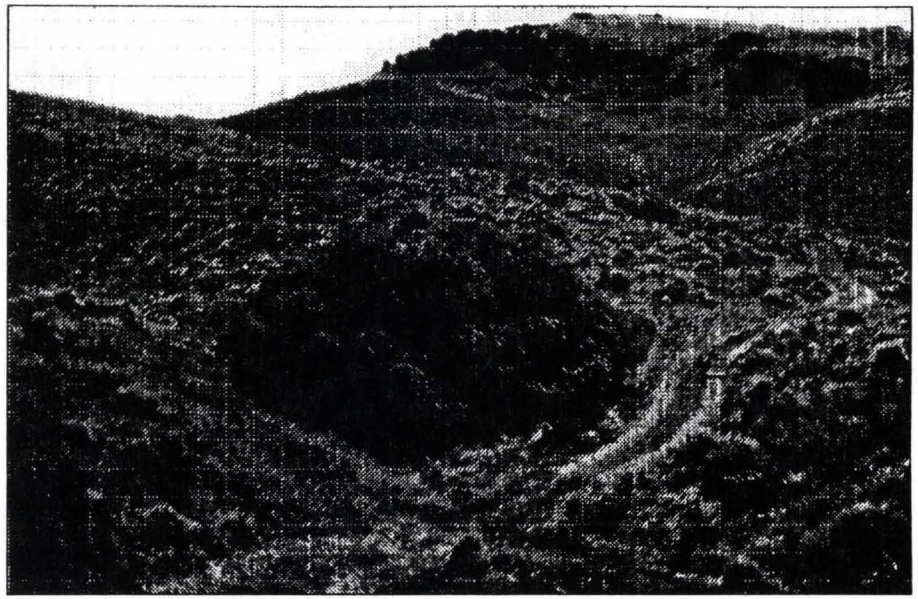


MAP 117

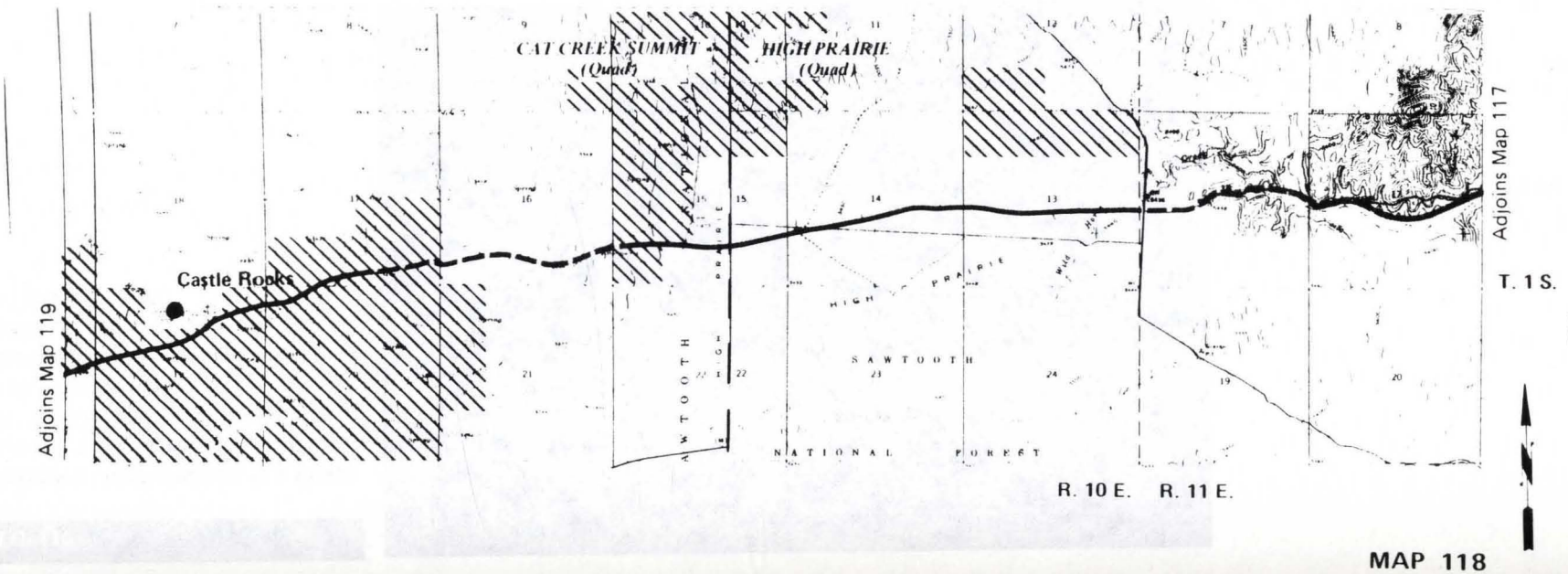
MAP 118

Goodale's Cutoff traverses disturbed rangeland across High Prairie and begins a gradual descent to the Castle Rocks area. Castle Rocks (a miniature version of City of Rocks) was an attraction on the cutoff. Intact remnants are visible east of Skull Rock. Portions of the trail in the vicinity of Cat and Buck creeks continue to be used as an unimproved road in places.

[redacted] ***Julius Merrill - September 12, 1864.*** *Drove 14 miles. Road quite hilly in P.M. Plenty of good feed and water. In the vicinity of the campground are large granite boulders unlike anything I have seen before. They are remarkable for their sizes and shapes. Some are tall and, being partially decomposed, have crumbled away until they have a wasplike waist near the ground. They appear to have been washed and worn by water ages perhaps ago. They appear to decay the fastest near the ground, and some are so soft that several inches may be crushed by the foot. As is generally the case where granite boulders abound, there is plenty of feed and water.*[232]



Goodale's Cutoff east of Syrup Creek. (Walter H. Meyer, Jr., Bureau of Land Management, 1988)

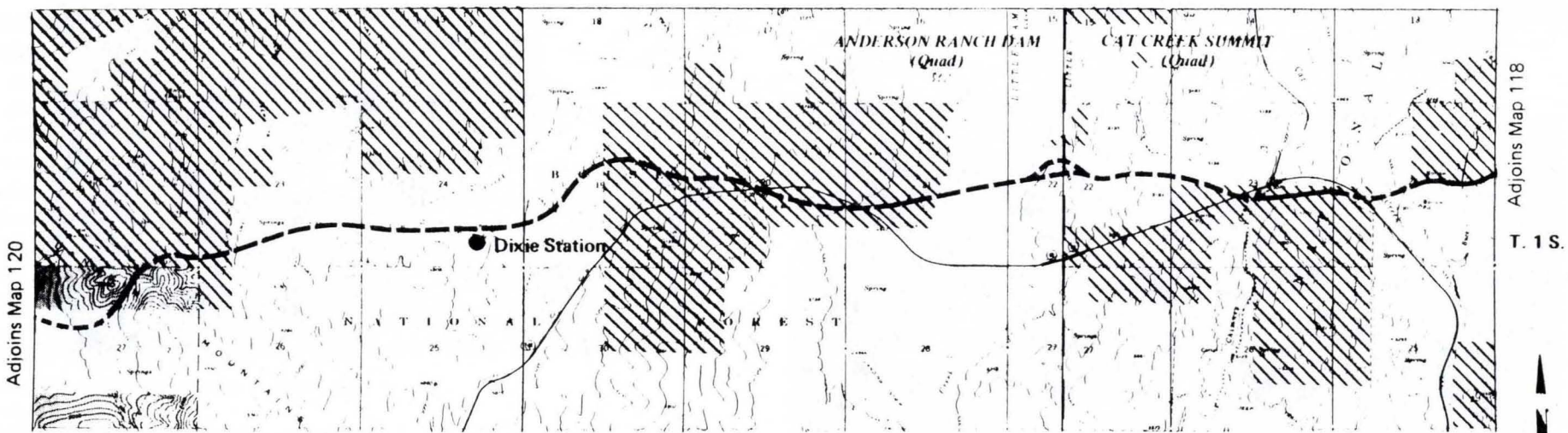


MAP 118

MAP 119

The trail completes the descent of Cat Creek summit and enters the Little Camas Prairie. It continues in a westerly direction through Windy Gap and passes through the former community of Dixie. Little Camas Prairie ranches were started in 1864 to serve the South Boise mines market. Goodale's Cutoff crossed a toll road to these mines that was built in 1864 by Julius Newberg and known as the South Boise Wagon Road. The site is now under the waters of Little Camas Reservoir. Travelers in 1864 were able to replenish their supplies at a ranch located in the Dixie area. In 1870, Dixie became a stop on W. C. Tatro's Rocky Bar stage line. Some late 19th century mining nearby helped to bolster Dixie's economy. From 1941 to 1952, Dixie became a lively little community with the construction of nearby Anderson Ranch Dam. During the 1960s, a realignment of Highway 20 bypassed Dixie and the area has declined considerably.

[redacted] ***Julius Merrill - September 13, 1864.*** *Crossed Little Camas Prairie where considerable hay has been cut and put in stack. Several emigrants have also stopped here with the intention of wintering and ranching next season. There is also a large herd of sheep here. It is a favorable place for ranching, as it is at the junction of the South Boise road. As we leave Little Camas, the road becomes quite hilly but otherwise good. In P.M. as we descend into a small valley to our great satisfaction we discover a butcher shop or, to be more exact, everything but the shop. After dieting upon bacon, sage hens, and occasionally a jackrabbit for several months, beef at 25 cents per lb. relished remarkably well. It could have been bought at half the price with dust. At night several Indians came to camp with salmon to swap for 'muck-a-muck' or fishhooks. One of our party gave a hook for about two lbs. of salmon. He rather laughed at us for buying beef at 25 cents. It was the first piece of salmon I ever saw, and I examined it closely, even 'hankering after' a bite.... The Indians having sold it all, I was compelled to go without salmon for breakfast.*[233]



MAP 119

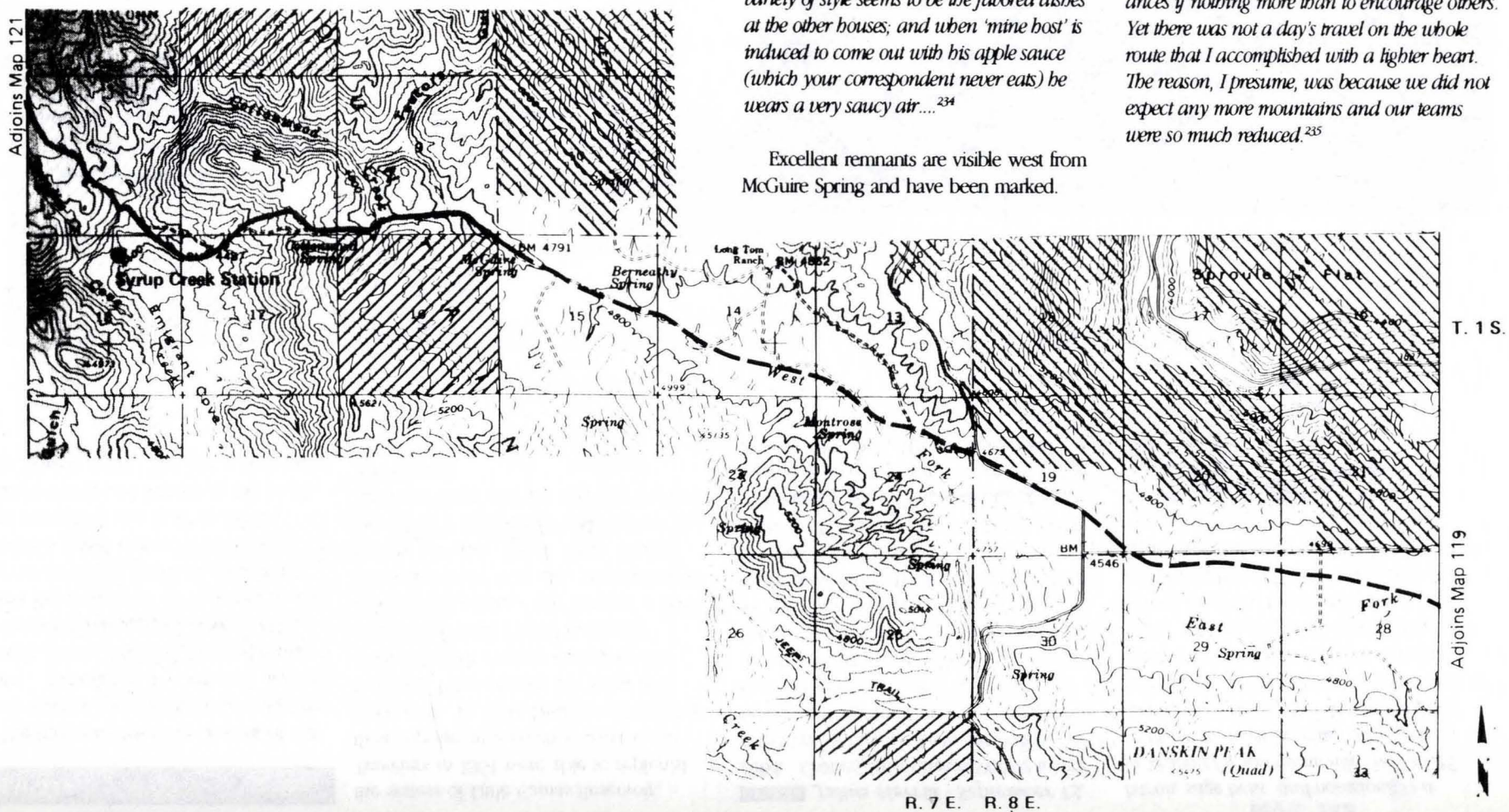
MAP 120

Goodale's Cutoff heads in a northwesterly direction to the difficult crossing of the Syrup Creek divide. In 1864, miners heading to the South Boise mines utilized the route, and the following year John Mullan attempted to get a stage through to the mines over the route. He eventually succeeded, but soon thereafter abandoned the venture as the difficult terrain created too much of a hardship on wheeled vehicles. Stages and freighters had to wait until 1868, when a toll road located south of the cutoff was opened, before they could easily reach the mines with their outfits. An 1865 traveler to the mines noted:

[redacted] *Cannot some of your enterprising emigrants who understand the cuisine department of 'keeping a hotel,' open an inn or two by the roadside, and give a weary traveler a little better fare? There are but two houses where a decent meal can be obtained for love or money - the Syrup Creek House and at Neuberg's [located on west side of South Fork Boise River above Pine]. Bacon, beans and bread, bacon and beans in every variety of style seems to be the favored dishes at the other houses; and when 'mine host' is induced to come out with his apple sauce (which your correspondent never eats) he wears a very saucy air....*[234]

Excellent remnants are visible west from McGuire Spring and have been marked.

[redacted] ***Julius Merrill - September 14, 1864.*** *A very hard road. More difficult than the Bear River Mountains, being steeper. He must be strong of heart, who could look at those moun-tains and our wagons, to be drawn over them by such skeletons of animals as ours had become. Strong indeed, not to turn from it, with a sickening disgust. But there we were, and on we must go. There is no alternative but to put on a bold front and keep up appear-ances if nothing more than to encourage others. Yet there was not a day's travel on the whole route that I accomplished with a lighter heart. The reason, I presume, was because we did not expect any more mountains and our teams were so much reduced.*[235]



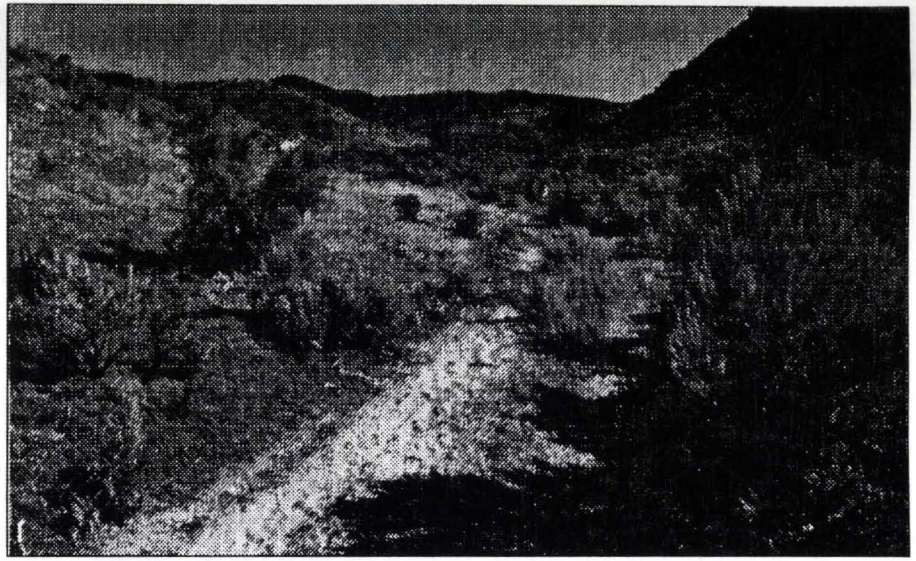
MAP 120

MAP 121

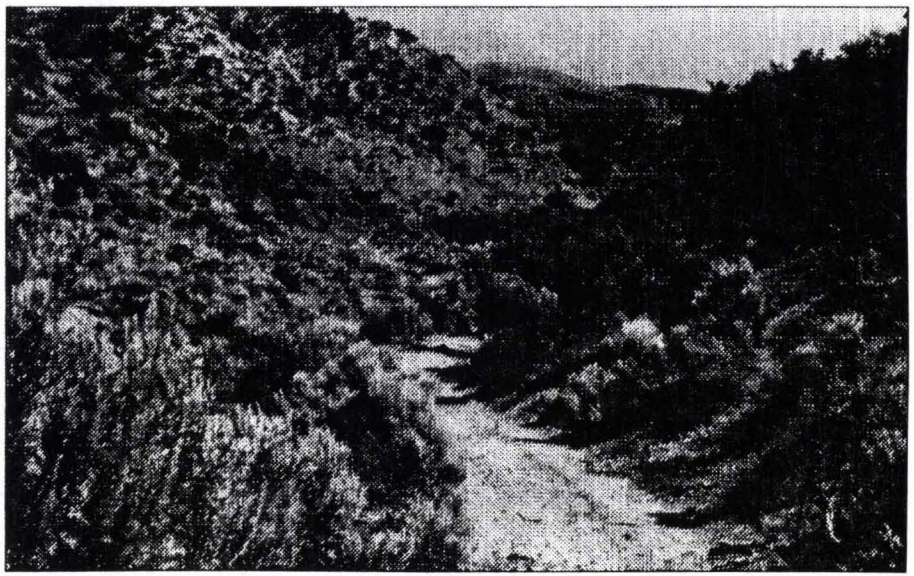
Goodale's Cutoff continues northwest across rangeland to Willow Creek and then heads southwest to the Ditto Creek drainage and connects with the Oregon Trail. As the trail descends Ditto Creek, it branches into three variants before joining the Oregon Trail. Remnants of the trail are visible on all but the route that follows on down Ditto Creek, and they have been marked. Local ranchers now graze their livestock over much of the area. The Ditto Creek stage station was a stop on the Kelton Road and the Rocky Bar stage line.

Julius Merrill - September 14, 1864. *At noon we reached Willow Creek, where there was a ranch but no feed. Our miserable teams had nothing but water for dinner, and we had crackers and milk. At this ranch, beef, potatoes, and squashes were for sale at the following outrageous prices in 'greenbacks' (half price for dust); beef 25 cents per lb., potatoes 50 cents per lb., squashes 2 dollars each and small at that. Who ever heard of the like!... They intend to swindle and starve us emigrants. But we will not buy from them. We will keep our money straight and live on bacon yet awhile.*

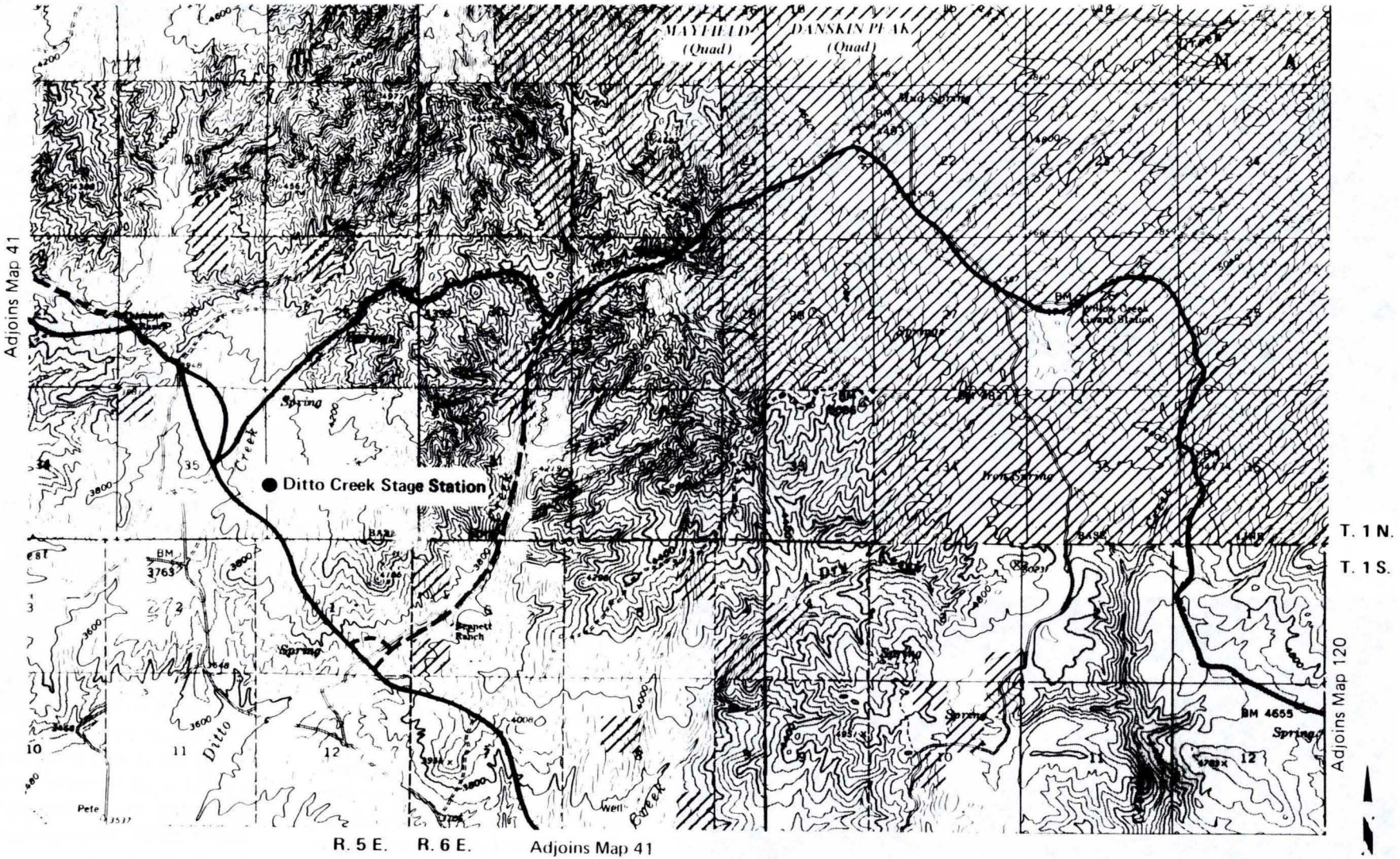
September 15th. *Quite warm and road hilly but smooth. No feed at noon and poor water. We again come in sight of Snake River Valley and that black desolate plain. Our road now strikes the Salt Lake Stage Road. On every little creek where there is sufficient water for irrigation there are ranches, most taken up this season, and a few vegetables are raised. At a stage station we first heard of the fall of Atlanta and Fort Morgan, and that General Morgan had been killed. It has been a long time since we heard any war news and, as might be expected, were quite jolly over such good news. As we were driving along we saw several antelope at play about half a mile from the road, and two of our party (Carey and Tunnicliff) succeeded in shooting one. It was large and fat and its meat was splendid. I presume it was all the better because we did not pay 25 cents per lb. No thanks to them for this.*[236]



Goodale's Cutoff along Ditto Creek. (Walter H. Meyer, Jr., Bureau of Land Management, September 1987)



Goodale's Cutoff — headwater of Ditto Creek. (Walter H. Meyer, Jr., Bureau of Land Management, June 1987)


MAYFIELD
(Quad)
DANSKIN PEAK
(Quad)
Adjoins Map 41
Ditto Creek Stage Station
Ditto Creek
Bennett Ranch
Mud Spring
Willow Creek Guard Station
Iron Spring
Pete
Well
BM 4655
T. 1 N.
T. 1 S.
Adjoins Map 120
R. 5 E.
R. 6 E.
Adjoins Map 41

MAP 121

OVERLAND MAIL, STAGING AND FREIGHTING



The settlement of the western lands produced a need for an effective means of communicating with eastern communities and a mode of transportation better suited for the traveling public than an emigrant wagon team.

Before the advent of a government mail service in 1850, emigrants were somewhat limited in available methods for communicating with families and friends left behind. Whenever westward bound emigrants met a packer or disgruntled emigrant, they seized the opportunity to send notes and letters east with them, generally paying about fifty cents per letter. Traveling along the Sweetwater in 1849, Wakeman Bryarly wrote: "We met here also a party of trappers, some of whom intended to return to the states. They were carrying mail back, receiving 50 cents a letter. They had some thousands of letters. I stopped long enough to write two, and committed them to their charge."[237]

In addition, many emigrants left letters at the various trading posts encountered on their trip with the promise of delivery by traders heading east for supplies. It is not known how many of the letters were actually delivered, but before 1850, emigrants had little choice but to trust strangers they encountered heading east.

Westbound mail service commenced in 1848. This was at a time when postal officials, wondering what to do with some 300 letters addressed to Oregon, gave them all to an emigrant who was to try to collect forty cents a letter from recipients he might be able to locate after he arrived there. This system worked, after a fashion. Before reaching Raft River, their special postman decided to go to California's gold mines instead of his original destination in Oregon. Yet, he found some of his addressees out mining. Responding to price inflation characteristic of gold camps, recipients were willing to pay two dollars each (instead of forty cents) for their mail.[38] But a more conventional postal service really was needed.

The government awarded Samuel Woodson a contract to transfer mail from Independence to Salt Lake in 1850. Woodson was supposed to fill this contract from July 1, 1850, through July 1, 1854, with service once a month, for $19,500 per year. He managed to get a mule train through South Pass and Fort Bridger some of the time, but he faced severe problems, especially in winter. The contract then passed into the hands of W. M. F. Magraw, who was allowed only $13,500 a year for monthly service from July 1, 1854, to August 18, 1856. He was expected to garner a profit by hauling passengers at a rate of $180 to Salt Lake and $300 to California. Injured by Indian attacks, Magraw found the enterprise a losing proposition and obtained $36,000 to continue a second year. Complaints about his service led to his replacement in 1856 by a Mormon company, which started to develop relay stations equipped to maintain mule teams that could provide continuous service. Up to this time, there had been only three stations at which to change mail-wagon mule teams: Fort Kearny, Fort Laramie, and Fort Bridger. Magraw complained bitterly about his failure to retain his contract, doing more than his share to set off the Utah War of 1857-1858. United States Army operations halted Mormon completion of the mail stations and ended overland postal service for a year.

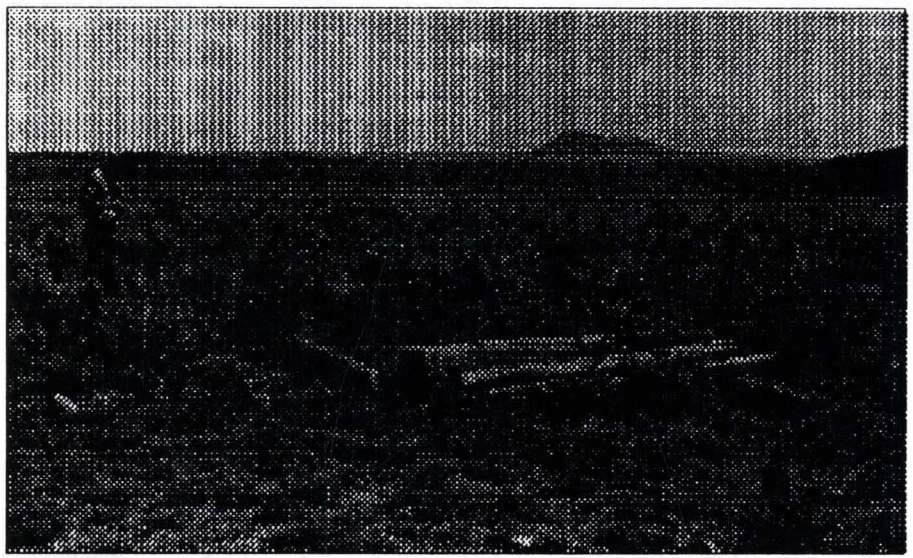
Meanwhile, 75,000 Californians petitioned Congress in 1856 for overland mail service, which was provided by a stage line over John Butterfield's southern route after rejection of a California Trail proposal as too difficult to maintain in winter. But Congress also responded with funds to build Lander's Road for improved access to California.

After Albert Sidney Johnston's Utah expedition reached Salt Lake Valley in 1858, John M. Hockaday was awarded a contract for a weekly mail at $190,000 per annum. Hockaday sold out in 1859 to Russell, Majors, and Waddell. They already faced financial problems with their freight contracts, but Ben Holladay managed to fund them enough that they could continue for two more years. They managed to operate Concord-coach mail stages in providing postal service to Salt Lake.[239] In April 1861, Civil War problems forced a postal contract and daily stage shift from Butterfield's southern route to Salt Lake. Russell, Majors, and Waddell soon assumed this responsibility as subcontractors. Service was extended to California July 1, 1861, when they opened a stage line from Saint Joseph to San Francisco, a trip that took eighteen days.

Ben Holladay bought Russell, Majors, and Waddell's interest in 1862 in a bankruptcy proceeding and obtained an increased subsidy from the government. He soon shifted the route to a new road farther south in Wyoming, so he used the Salt Lake California Trail alternate only west of Fort Bridger. Within two years, he added two more lines: one to Virginia City, Montana, and one through Boise to Walla Walla, Washington. These main lines were run tri-weekly and in some cases daily. With Union Pacific construction shortening his line, Holladay sold out in 1866 to Wells, Fargo and Company, who continued to run the mail line until the completion of the transcontinental railroad in 1869. Feeder lines from the railroad continued in operation under various owners for a number of years.[240]

Government mail contracts did not necessarily guarantee the delivery of letters, but they proved to be a beginning. Problems associated with the contract system were noted in 1860 by ***Richard F. Burton*** on his trip to California:

On this line we saw all the evils of the contract system. The requisite regularity and quickness was neglected, letters and papers were often lost, the mail bags were wetted or thrown carelessly upon the ground, and those entrusted to the conductors were perhaps destroyed. Both parties complain — the postmaster that the contractors seek to drive too hard a bargain with the department, and the contractors that they are carrying the mails at a loss. Since the restoration (in 1858) of the postal communication with the U.S. which was interrupted in 1857, the Mormons attempt to secure good service by advertising their grievances, and with tolerable success. Postmaster Morrill — a Gentile — complained energetically of the mail service during the last year, that letters were wetted and jumbled together, two of one month perhaps and one of another; that magazines often arrived four months after date, and that thirty sacks left at Rocky Ridge were lost. The consequence was that during my stay at Gt. S. L. City the contractors did their duty.[241]



Archaeologist Steve Wright taking notes on the condition of Big Butte Stage Station. Middle Butte in the distance. (Richard D. Hill, Bureau of Land Management)

Considering all the hardships encountered on the overland route by mail carriers, it is remarkable that more mail was not lost or damaged during its journey across the open plains. Plains Indian problems interrupted stage and postal service in 1864. One result was that Idaho had to get along for a time with no executive government while territorial secretary C. DeWitt Smith, who had to act as governor, was on his way via Panama after having been turned back during an overland trip.

The original overland mail and stage route followed the Oregon portions of the trail in Idaho. By 1862, emigrant traffic could make use of stage stations across Wyoming, Utah, and Nevada in such a way that several California Trail segments fell into disuse. Hudspeth's Cutoff no longer was needed, and traffic west of Salt Lake no longer had to make a long arc up to Granite Pass. Although Vipont mine traffic maintained a California Trail grade west of Granite Pass until after 1940, by 1945 that route was barely passable for motor vehicles. New local roads began to displace old emigrant grades when ranching and settlement reached many of these remote areas. Other trail grades survived as later highways. Yet, abandoned grades retained more of their emigrant road appearance than highway grades could preserve.

The stage routes from Salt Lake City to Montana and Walla Walla crossed Hudspeth's Cutoff on the way north to the junction of the roads at Fort Hall. Here the Montana road turned up the Snake to Eagle Rock Ferry, and the Boise line turned down the Snake, generally following the Oregon Trail into Boise. From here, it went northwest through Falk's Store, Payette, and Weiser to the crossing of the Snake into Oregon at Olds Ferry.

Hill Beachy ran a stage line between Boise and Silver City that crossed a portion of the South Alternate of the Oregon Trail near Walter's Ferry.

KELTON ROAD

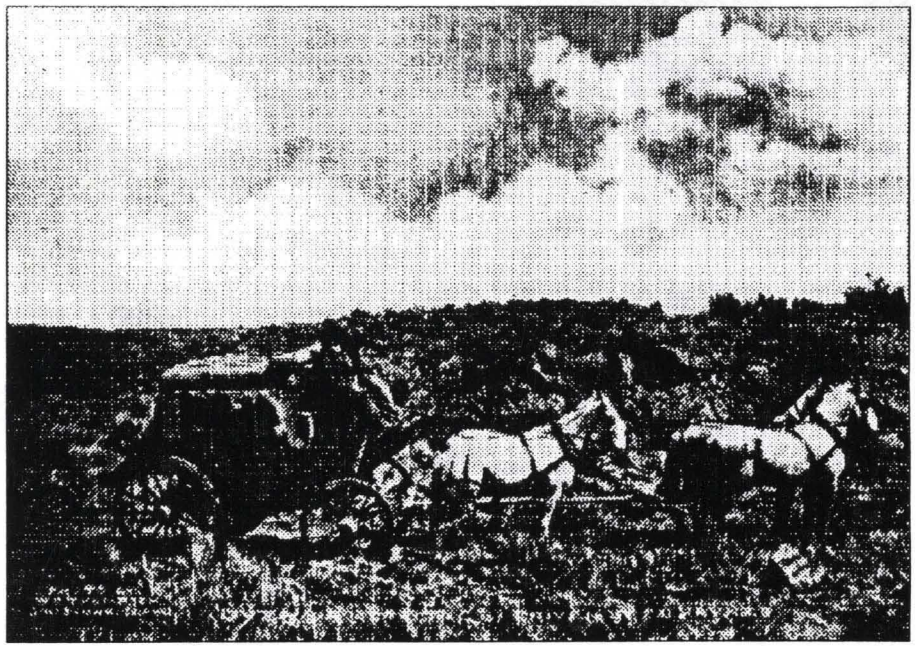
Lyman Pass to Stricker Cabin Maps 122 - 127

In 1869, John Hailey inaugurated a line from Kelton to Boise. It ran northwest through the City of Rocks to Rock Creek, where it joined with the Oregon Trail and followed this route to the vicinity of Thousand Springs. Here it crossed the Snake on Clark's Ferry and followed the Thousand Springs-Teapot Dome alternate of the Oregon Trail. At Teapot Dome it rejoined and followed the main trail to Boise. Some emigrants took the train to Ogden, Corrine, and Kelton, and then after procuring outfits, they would utilize the Kelton Road.

Portions of the Oregon Trail between Boise and Rattlesnake Station were used by the Boise-Rocky Bar Stage Lines in the latter 1860s.

Just as the railroad terminated overland mail and freight carriers, motorized vehicles, in turn, supplanted regional and local stage and freight lines. Some remote areas continued receiving mail and goods via the stagecoach and freight wagons well into the 20th century, but most areas could be reached by motorized vehicles by 1920. Motor stages totally replaced horse-drawn stages in not much more than another decade after 1920.

Until the completion of the Oregon Short Line railway across Idaho in 1883, freight and mail into Boise was carried over the Kelton Road.[242] In the summer of 1874, Toano entered a somewhat effective challenge to Kelton for the Idaho trade, but the latter managed to maintain its dominance. The Toano Line connected with the Kelton Road south of Payne's Ferry across Snake River and followed the Kelton route into Boise.[243] The Utah and Northern Railway, completed in 1879, captured the southeastern Idaho freight and mail business. Although rail service led to the demise of overland freight and mail lines, it also gave rise to various feeder lines connecting gold and silver camps with the railroad.



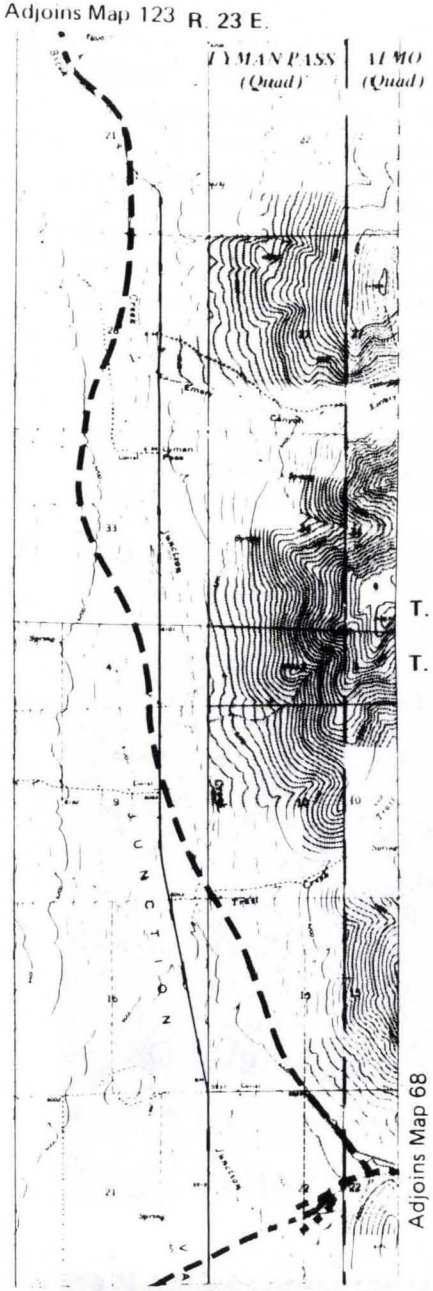
Stage coach in southern Idaho. (Idaho State Historical Society #69-4.215)

LEGEND

- Emigrant Trail (Visible)
- Emigrant Trail (Possible Route, not visible)
- Historic Site or Landmark
- Public Lands Administered by BLM
- State of Idaho Lands
- U.S. Forest Service
- Other Federal Lands

Scale: 1 Inch to 1 Mile

Please Respect Private Property Rights



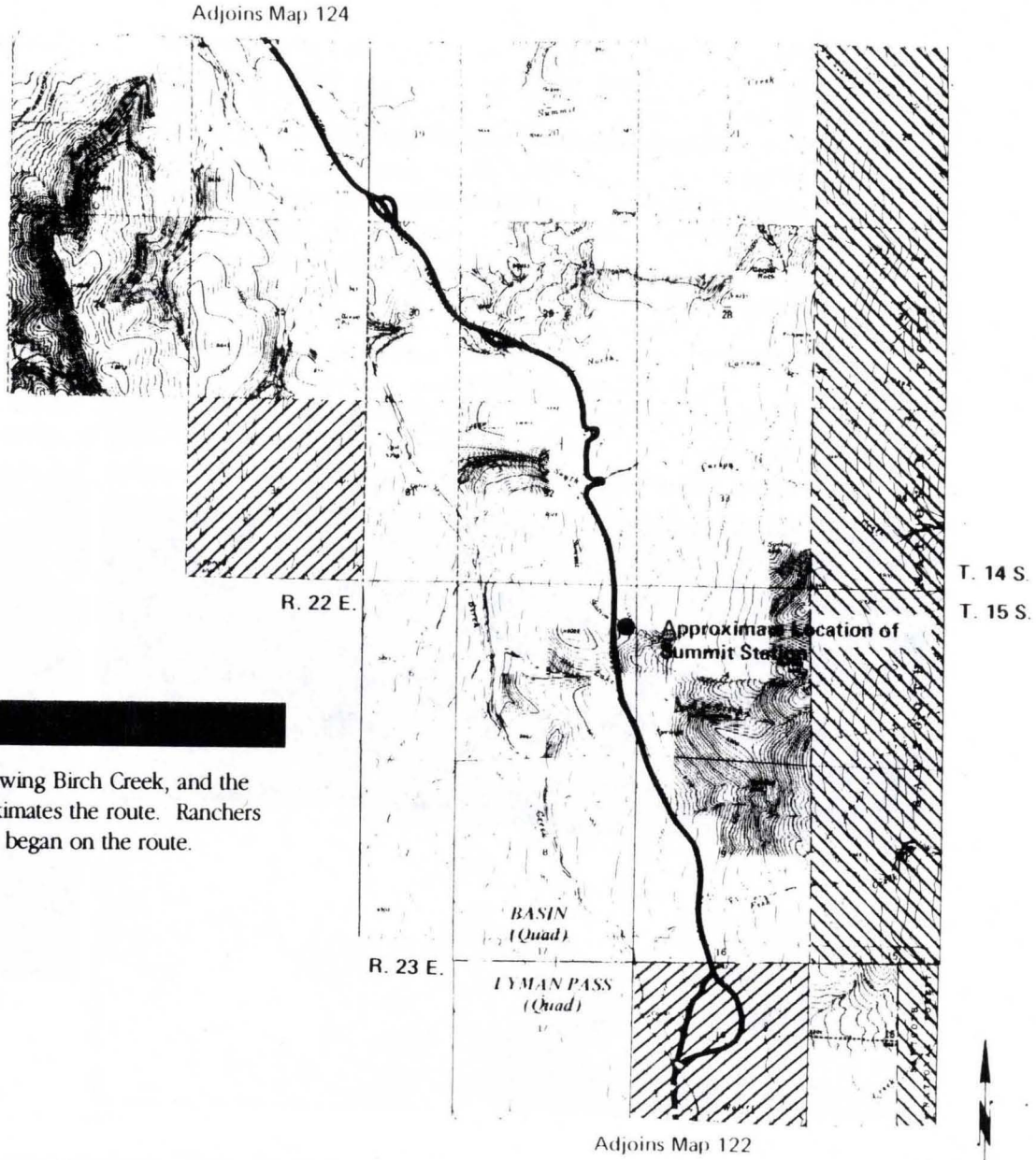
MAP 122

The Kelton Road branches from the California Trail in Section 22 and heads north through Lyman Pass and on down Birch Creek. Besides stage and freight traffic, some emigrants would take the train to Kelton, Utah, after the completion of the transcontinental railroad in May 1869, where they would purchase outfits and then continue on west. Ranching and road developments have destroyed most of the route, but a few scattered remnants can still be viewed.

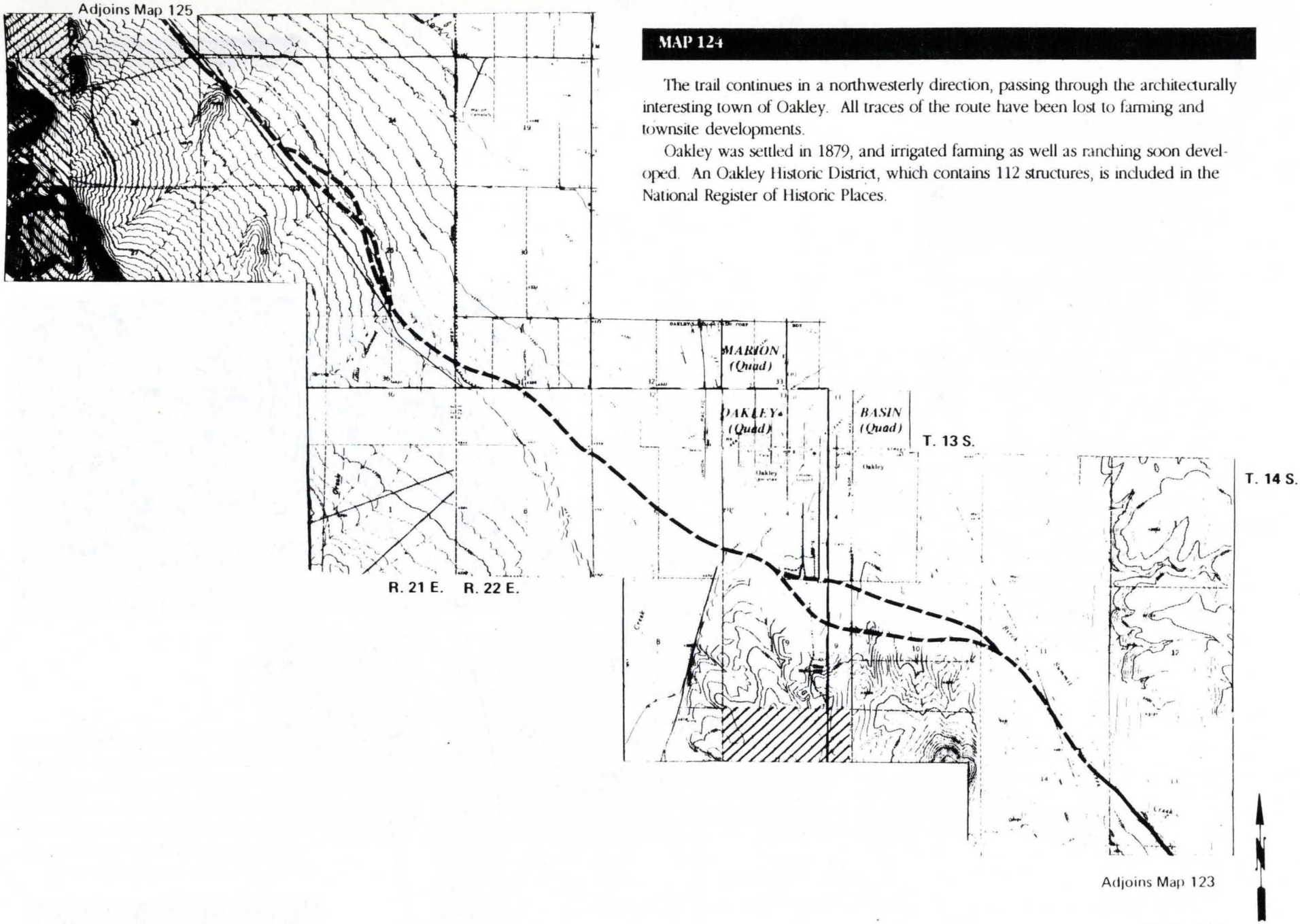
MAP 122

MAP 123

The Kelton Road continues following Birch Creek, and the modern graded road closely approximates the route. Ranchers came to the area shortly after traffic began on the route.



MAP 123



MAP 124

The trail continues in a northwesterly direction, passing through the architecturally interesting town of Oakley. All traces of the route have been lost to farming and townsite developments.

Oakley was settled in 1879, and irrigated farming as well as ranching soon developed. An Oakley Historic District, which contains 112 structures, is included in the National Register of Historic Places.

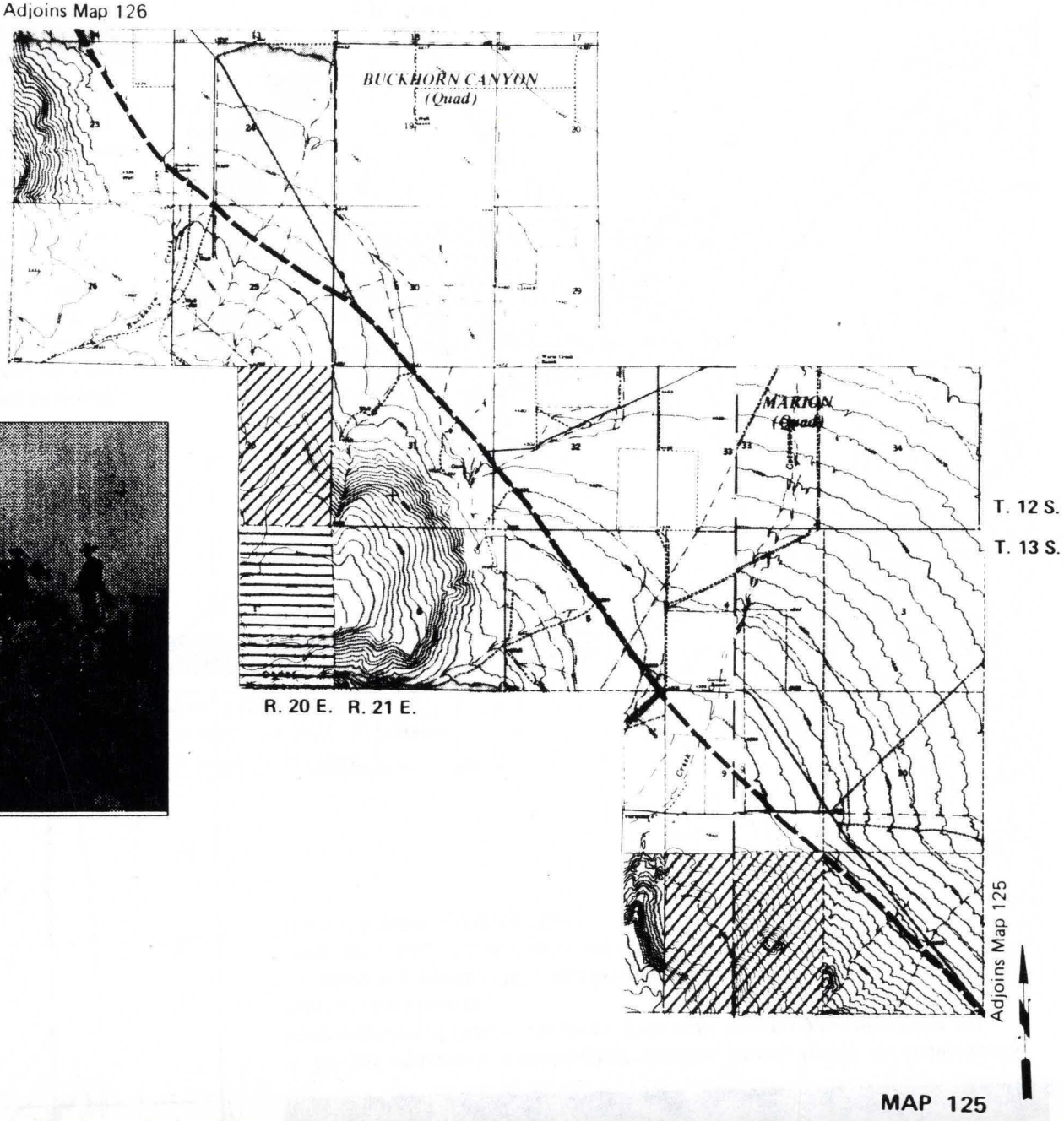
MAP 124

MAP 125

The route continues in a northwesterly direction along the northern edge of the South Hills. A graded county road closely approximates the route. Except for some South Hills rangeland, the area is composed of Oakley Tract Carey Act irrigated farms developed mainly after 1909.

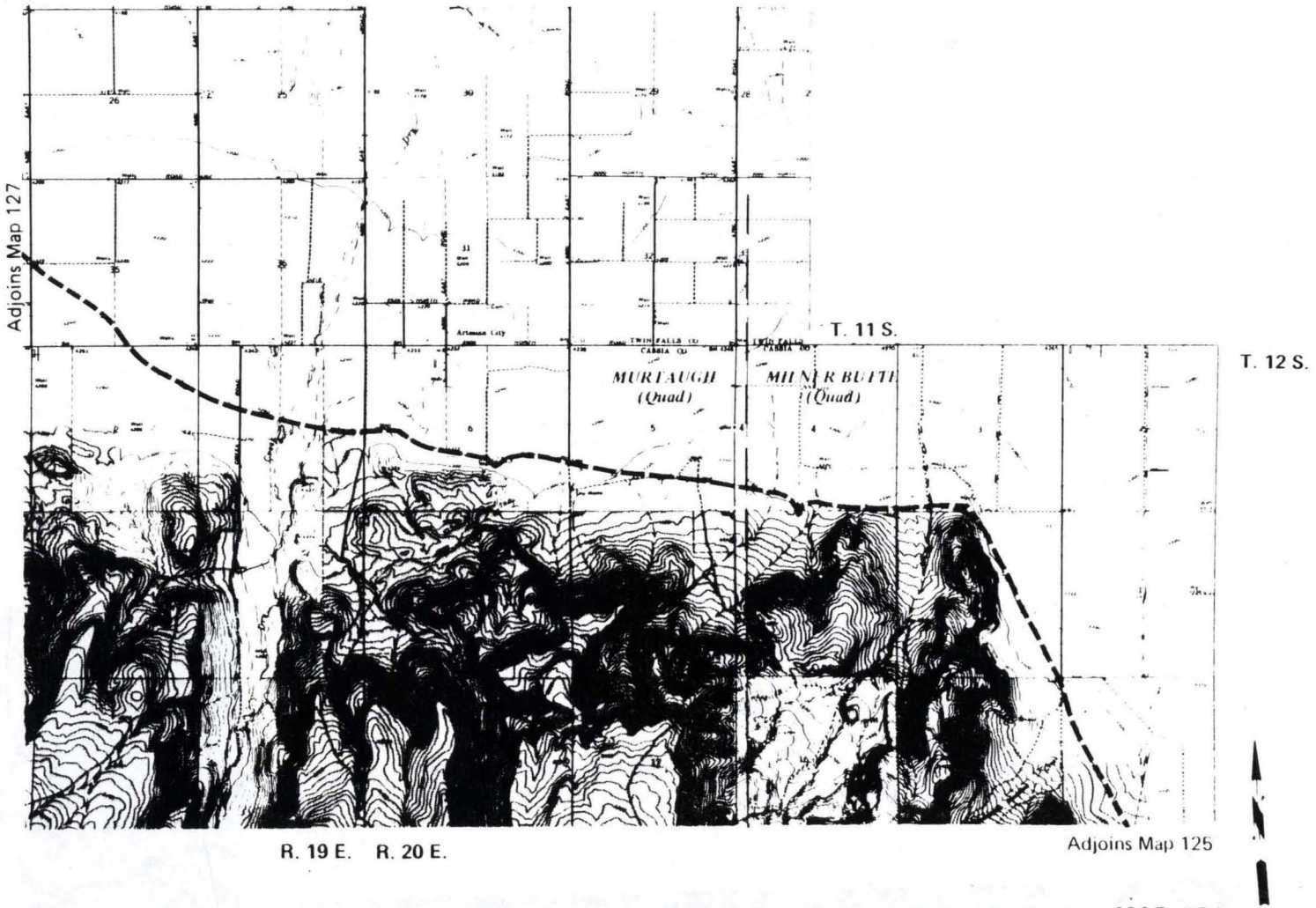


Stricker Store. (Idaho State Historical Society #80-13.6)

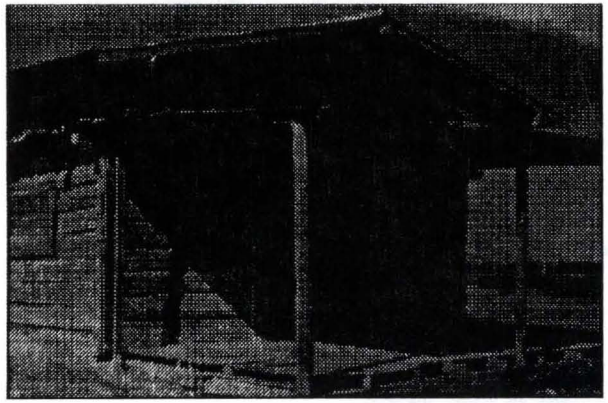


MAP 126

The route heads northwest, skirting the northern edge of the South Hills, and a graded county road closely approximates the trail. Road and irrigated farm developments have destroyed any traces.



MAP 126



Stricker Cabin. (Bureau of Land Management, 1974)

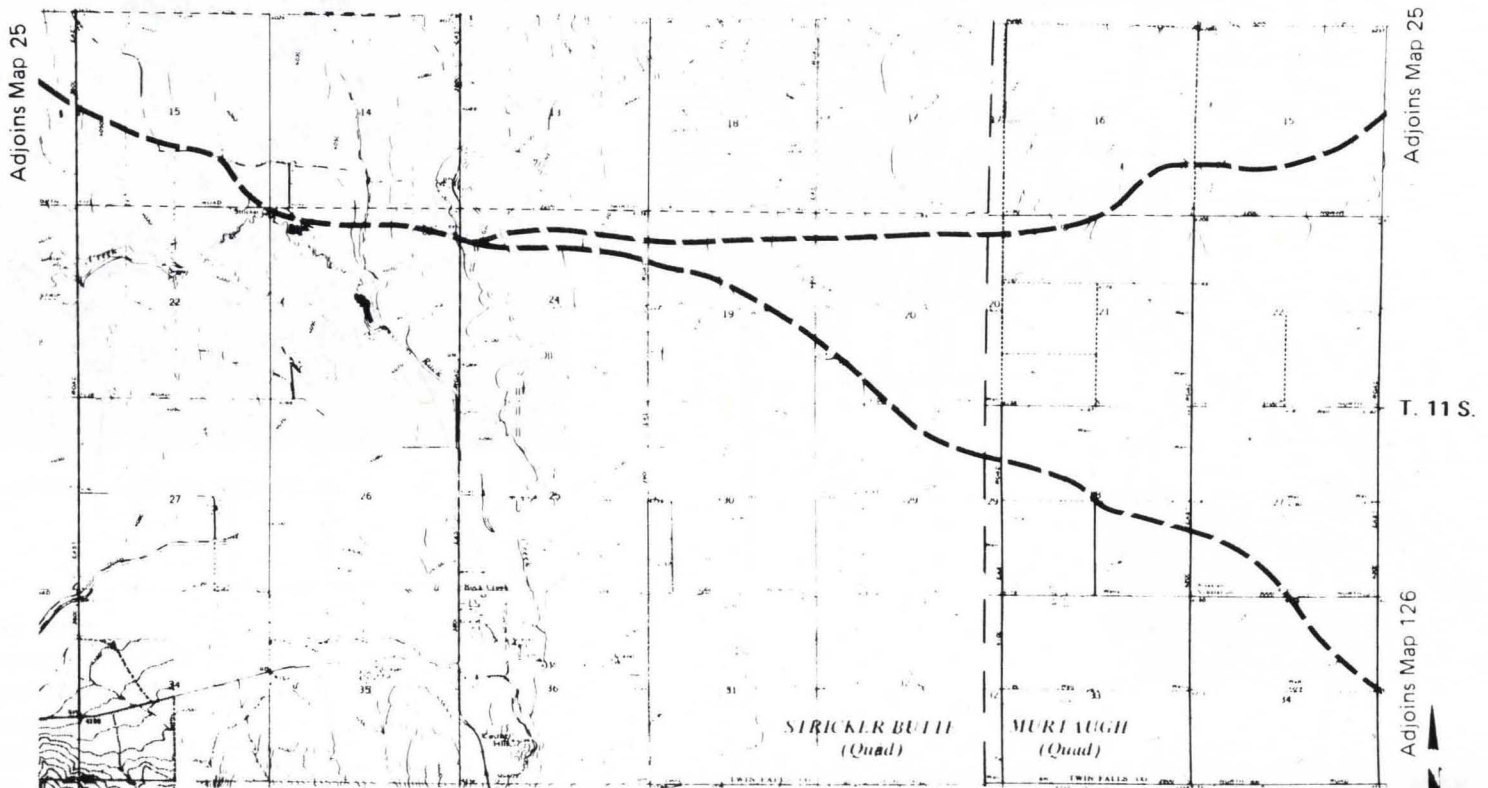
MAP 127

The route heads northwest across irrigated farmland to the junction with the Oregon Trail at Rock Creek (see also Map 25).

Most trail remnants have been obliterated by agricultural and road development. A small trail segment is visible near Stricker Butte. The Kelton stage and freight road, an 1869 development, joins the Oregon Trail in Section 24.

The Stricker Store and Homesite, also known as Rock Creek Store and Stage Station, consists of an 1865 log store and an early 20th century two-story frame house. A small cemetery is located just west of the store. The area was a popular campground for emigrants, and in 1865, the military maintained a temporary camp nearby. The site is currently owned by the Idaho State Historical Society and is managed by the Friends of Stricker Ranch, Inc.

The Stricker Store and Homesite are listed in the National Register of Historic Places.



MAP 127

BUREAU OF LAND MANAGEMENT



Management of the Emigrant Trails in Idaho

The Bureau of Land Management's (BLM) responsibility for the public lands includes consideration of historic preservation needs and recreational values of the emigrant trails. In addition to the Oregon Trail National Historic Trail, the BLM is responsible for all emigrant trails on public land. To direct the management of these emigrant trails in Idaho, the BLM has prepared and implemented two management plans. The first, completed in 1984, was *The Oregon Trail Management Plan for the Boise District.* The second, *The Southcentral and Southeastern Idaho Emigrant Trails Management Plan for the Burley, Idaho Falls, and Shoshone Districts*, was completed in 1985.

Within southern Idaho, as elsewhere, the emigrant trails were never just one set of wagon ruts. Often, there were several sets of ruts paralleling each other, as well as those deviating to avoid difficult terrain, poor trail condition, or to follow "short cuts." In the early days of emigrant traffic, the routes were not improved, except as required for the passage of a specific party. As traffic increased, these makeshift improvements accumulated, and with the addition of business ventures (including bridges, ferries, and supply stations) the routes developed more and more into established roads. The Lander Road was the first of the routes specifically constructed as a road. After two-way traffic became common and settlement along the routes increased, the trails gradually developed into the modern road system. As improvements were made, some of the earlier segments were abandoned in favor of the improved route. As settlement within Idaho increased, lands were transferred into private ownership and were developed. A variety of evidence remains of the emigrant use as a result of the historic use, development, and settlement patterns.

The condition of the physical evidence of the trails ranges from relatively intact to obliterated. The environmental setting ranges from relatively unchanged since 1840 to highly modified by modern activities. The condition depends primarily on the environmental setting and distance from urban or agricultural centers. With the progression of time, natural forces, such as wind have influenced remnants and sites to a considerable degree. Road construction, agricultural development, water projects, and urban growth have impacted large segments of the emigrant routes and will continue to do so on private lands. The physical evidence and integrity of the routes used between 1840 and 1920 depends upon the periods of use and the extent and nature of the continued use. The physical evidence is classified as follows:

INTACT: Relatively undisturbed ruts which are easily identifiable both on the ground and in aerial photographs. The intact portions of the trails have a high degree of integrity in environmental setting.

DISTURBED: The emigrant trail is identifiable on the ground or in aerial photographs; however, other uses have disturbed the actual remains. This category includes segments used as modern unimproved routes of travel and segments only identifiable in aerial photographs. The integrity of the surrounding environment adds significance to disturbed segments.

DESTROYED: Emigrant route disturbed by man's activities such as modern road construction, pipelines, water developments, or agricultural use. Trail is not identifiable on the ground or in aerial photographs and can only be established through the use of historic records. The surrounding environment often retains integrity of the historic setting.

OBLITERATED: Evidence of the emigrant route has been disturbed by natural environmental factors of erosion.

PROBABLE: The actual trail is not clearly identifiable on the ground or in aerial photographs and historic records do not provide the detail necessary to establish the actual route used.

The public lands in Idaho include approximately 40 miles of intact ruts, 165 miles of disturbed route, 24 miles of destroyed route, and 21 miles of probable route. This mileage estimate does not include the overlapping mileage where the various trails used the same route.

The fist objective of the BLM management is to preserve and protect the intact and disturbed remnants of the routes from further destructive land uses. Through the land-use planning process, the BLM has established protective corridors along the emigrant trails. Land management practices within these corridors include consideration of the historic values. In addition, the trails are noted on the official land records to provide early identification of possi-ble conflict between future land-use authorizations and the historic resources.

The continued use of the emigrant routes for transportation needs and recreation use is accomplished with consideration of the historic resource. Most of the disturbed trails are currently used as unimproved roads which are maintained by the passage of vehicles. The management of these segment includes the continued use of the routes for transportation; however, there is often a need to restrict traffic to the historic route to prevent damage to the historic setting. Vehicle traffic is restricted on the intact routes and in areas of rough terrain in order to protect the historic remains from modern improvements (not all of the emigrant route is suitable for modern vehicle travel). The trails across public land have been marked with white posts approximately every half mile. The name of the trail is indicated on the posts. This marking will assist in the recreation use and the management and protection of the routes.

There are several management constraints and items of general safety which should be followed while using the public land along the emigrant routes:

- Gates should be used and left as found.
- Don't litter.
- Obtain permission before crossing private land.
- Don't disturb wildlife or livestock.
- Observe all fire regulations and don't cut live trees for firewood
- Drinking water is not available along the trails. A visitor should be sure to bring sufficient water. (See the *Health-Related* section for more information on the problems of water, which have not changed since emigrant use of the routes.)
- Be aware of the limitation of your vehicle and avoid damaging the routes and the environmental setting.
- Don't remove artifacts from the trails or from any historic or prehistoric site.
- If a segment is not used by modern traffic, don't drive along the historic route as this could lead to the creation of a modern trail and destruction of the historic remnants. There is probably a good reason why the route is no longer used (obstacle or a dead end).

On November 10, 1978, Public Law 95-625 amended the National Trails System Act (Public Law 90-543) and designated the Oregon Trail as a National Historic Trail. The comprehensive management plan, completed in 1981 by the National Park Service, identified significant resources included in the Oregon Trail National Historic Trail and the measures necessary for the protection, interpretation, and management of these resources. This plan, prepared by the National Park Service, provides general advice and direction for the managing agencies to plan and implement the actual management of the historic resources. The National Park Service is also involved in the selection of standard sign design and placement along the Oregon Trail National Historic Trail.

On August 3, 1992, Public Law 102-328 amended the National Trails System Act (Public Law 90-543) and designated the California Trail and Pony Express Trail as National Historic Trails. The National Park Service will undertake a comprehensive management plan for these trails similar to the one done for the Oregon Trail.

Emigrant trail carsonite marker. (Dennis Hill, Bureau of Land Management, 1989)

The BLM management of the emigrant routes includes cooperation with the other federal and state agencies with management responsibilities. The BLM also cooperates with the private landowner and public land users. As the management plans continue to be implemented, additional steps will be accomplished to protect the historic resource.

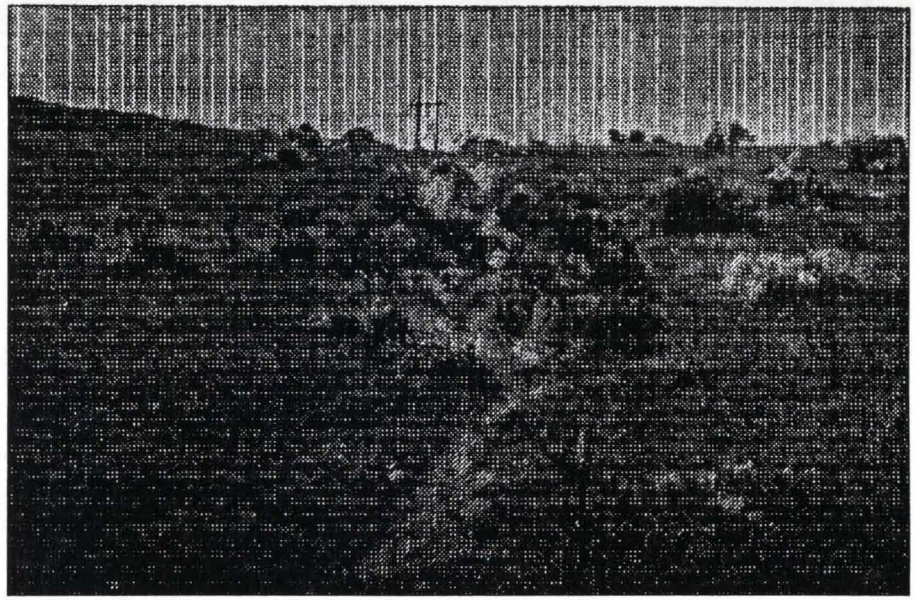
NORTHSIDE ALTERNATE

American Falls to Hagerman Maps 128 - 136

The Northside Alternate follows the north side of the Snake River from the vicinity of Fort Hall to the Thousand Springs area where is connects with the North Alternate Oregon Trail, a route opened for wagon traffic in 1852. Hudson's Bay Company traders preferred this route when traveling between Fort Boise and Fort Hall, but early emigrant wagons had to travel a road south of the Snake River until the development of ferries and road improvements. Shoshone Falls, known until 1849 as Canadian Falls to British and French trappers, was a spectacular attraction along this route. Father A. M. Blanchet, the first Bishop of Oregon, traveled the route by horseback in 1847, but sent his wagons along the regular trail south of the Snake River. His party reunited with their wagons near Three Island Crossing. In 1852, ***Dr. Thomas White*** wrote:

> *I forgot to say that the Country around ft. Hall for many miles is low & flat & had been overflowed in the early part of the summer that I was there (here too, is considerable timber), & by crossing snaker river at this point, & striking a North west direction to ft. Boise, the distance will be shortened near one half, but I am told that the first 30 m. is rather low, & many bad places. The H. B. C. [Hudson's Bay Company] pack that way, & after passing the first thirty miles, the route is bettern than the other, with better water & grass until you reach fort Boise.*[244]

The lack of good diary descriptions for the route makes it difficult to determine how heavily the trail was used, but excellent surface evidence and early township survey plats clearly indicate the use of many wagons over the route. The inclusion of the route in this volume will hopefully help to encourage the additional research needed to answer some of the questions associated with the route.



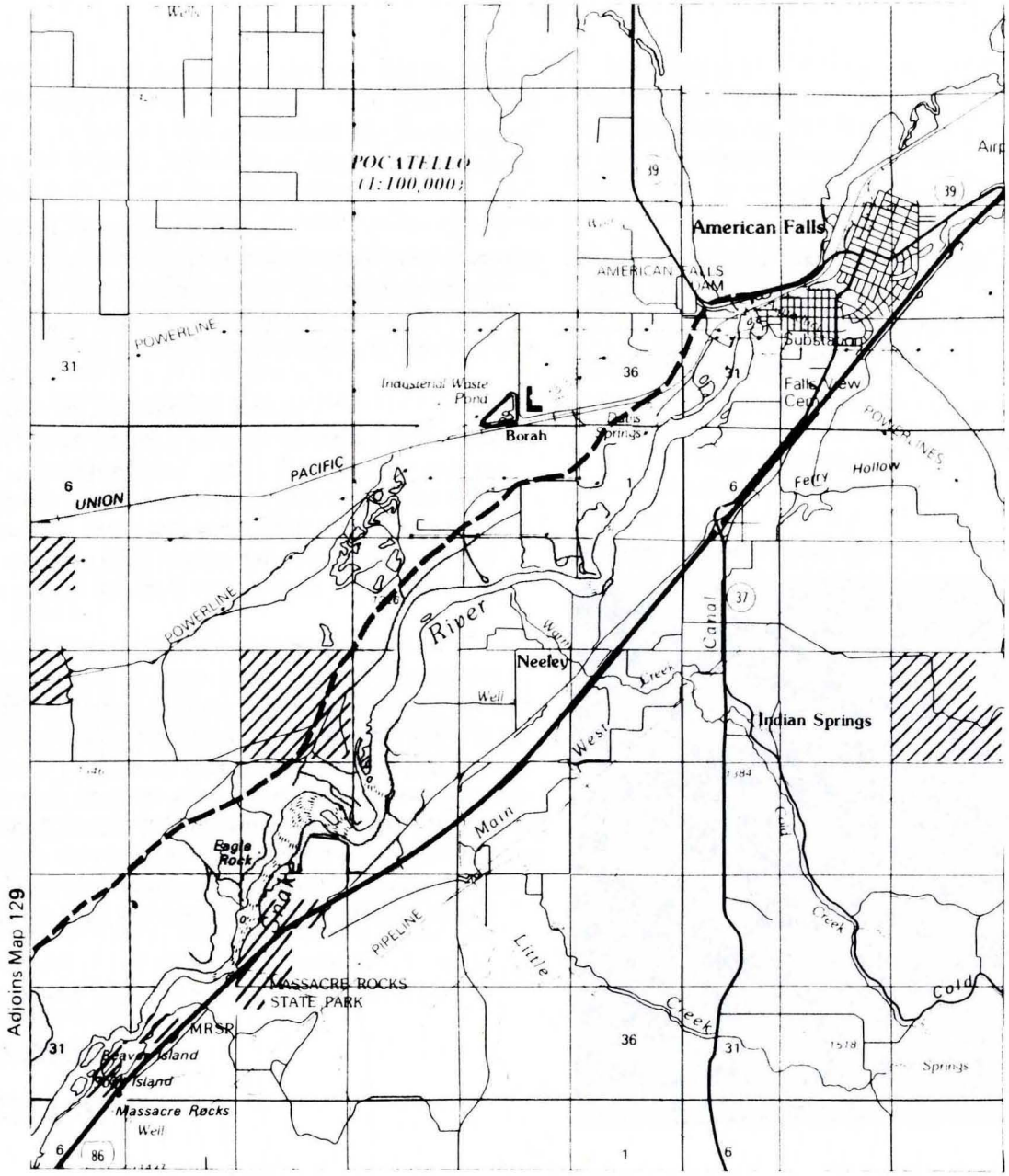
Northside Alternate. (Larry R. Jones, Idaho State Historical Society)

LEGEND

- Emigrant Trail (Visible)
- Emigrant Trail (Possible Route, not visible)
- Historic Site or Landmark
- Public Lands Administered by BLM
- State of Idaho Lands
- U.S. Forest Service
- Other Federal Lands

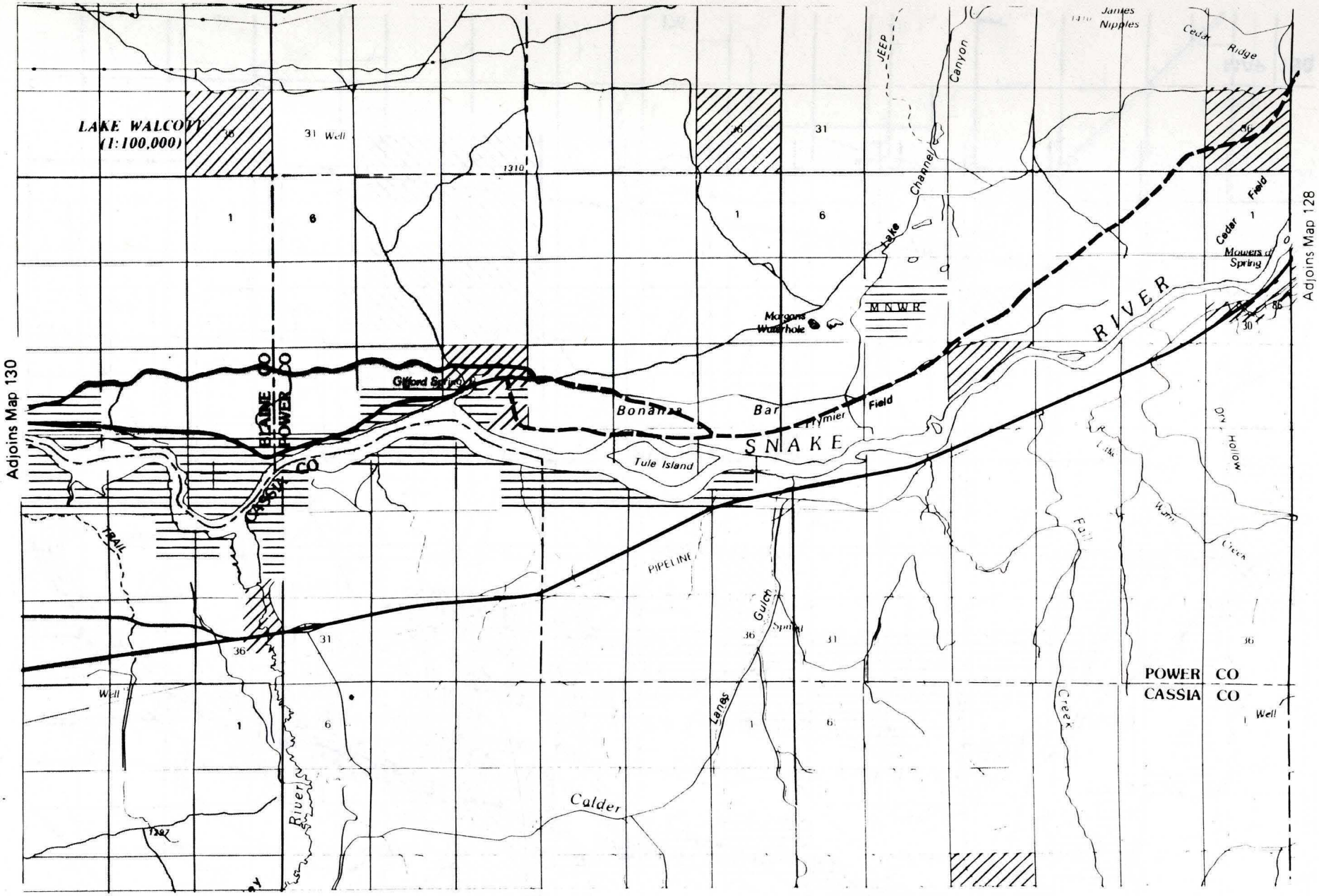
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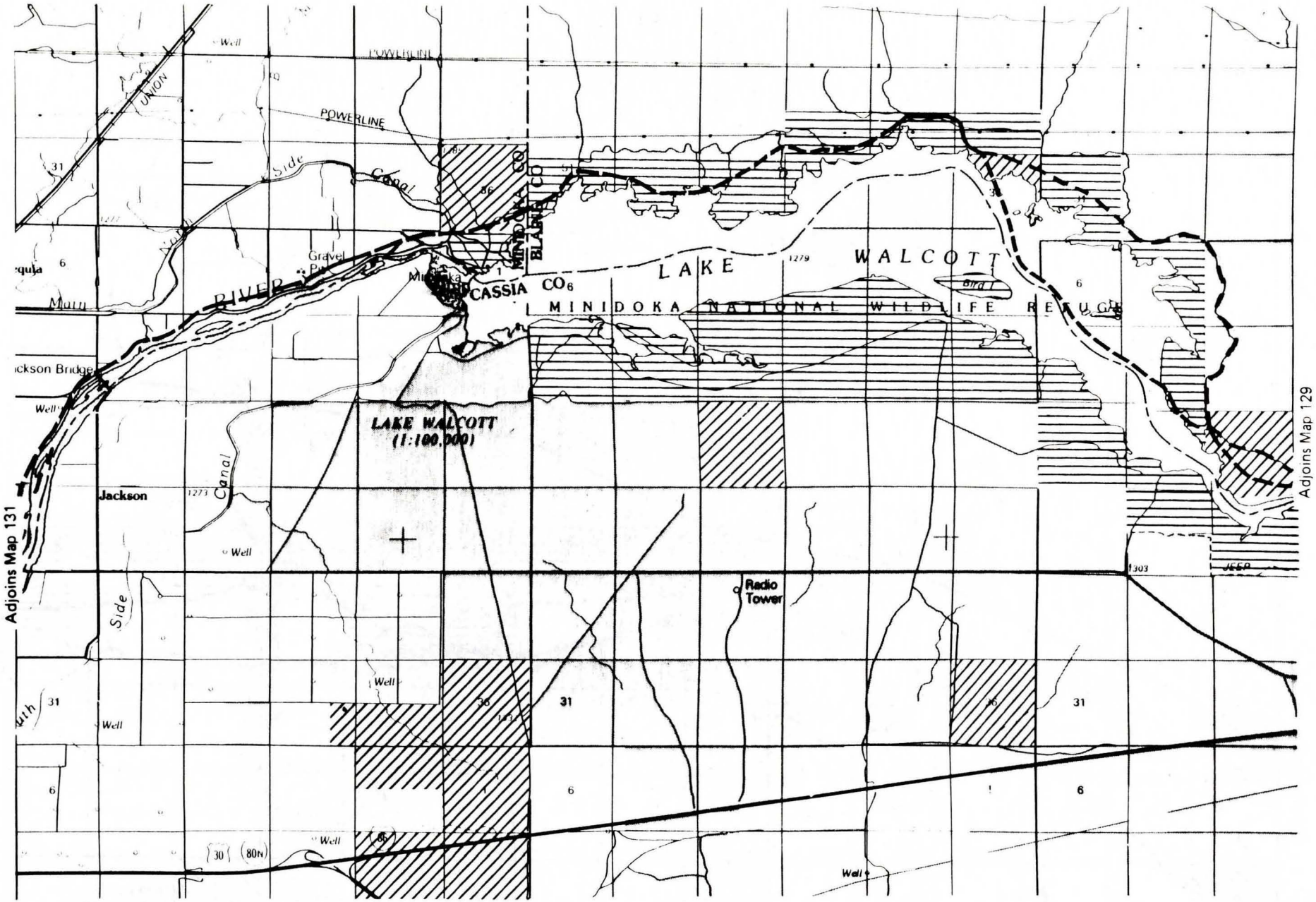
Please Respect Private Property Rights



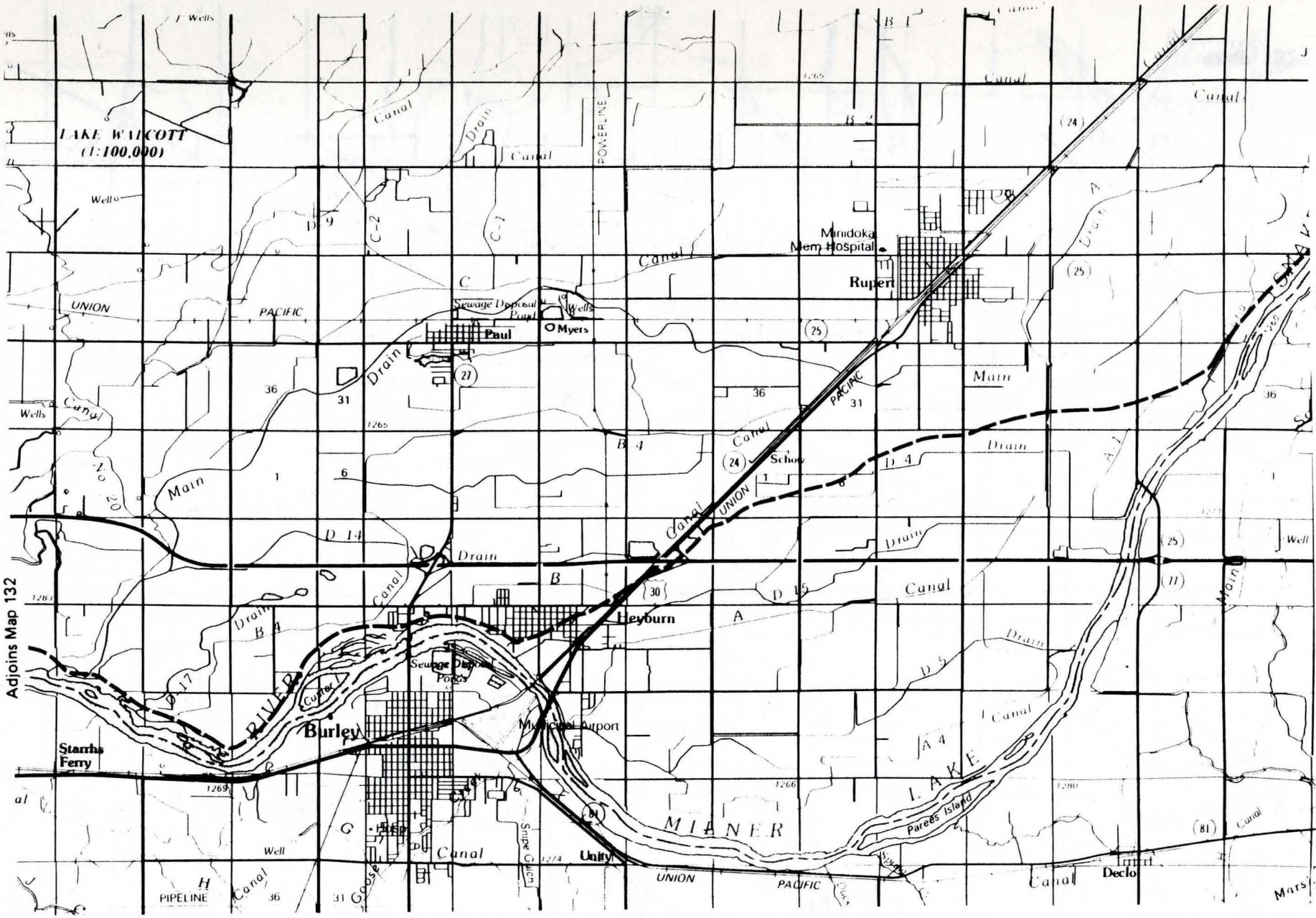
Adjoins Map 129

MAP 128

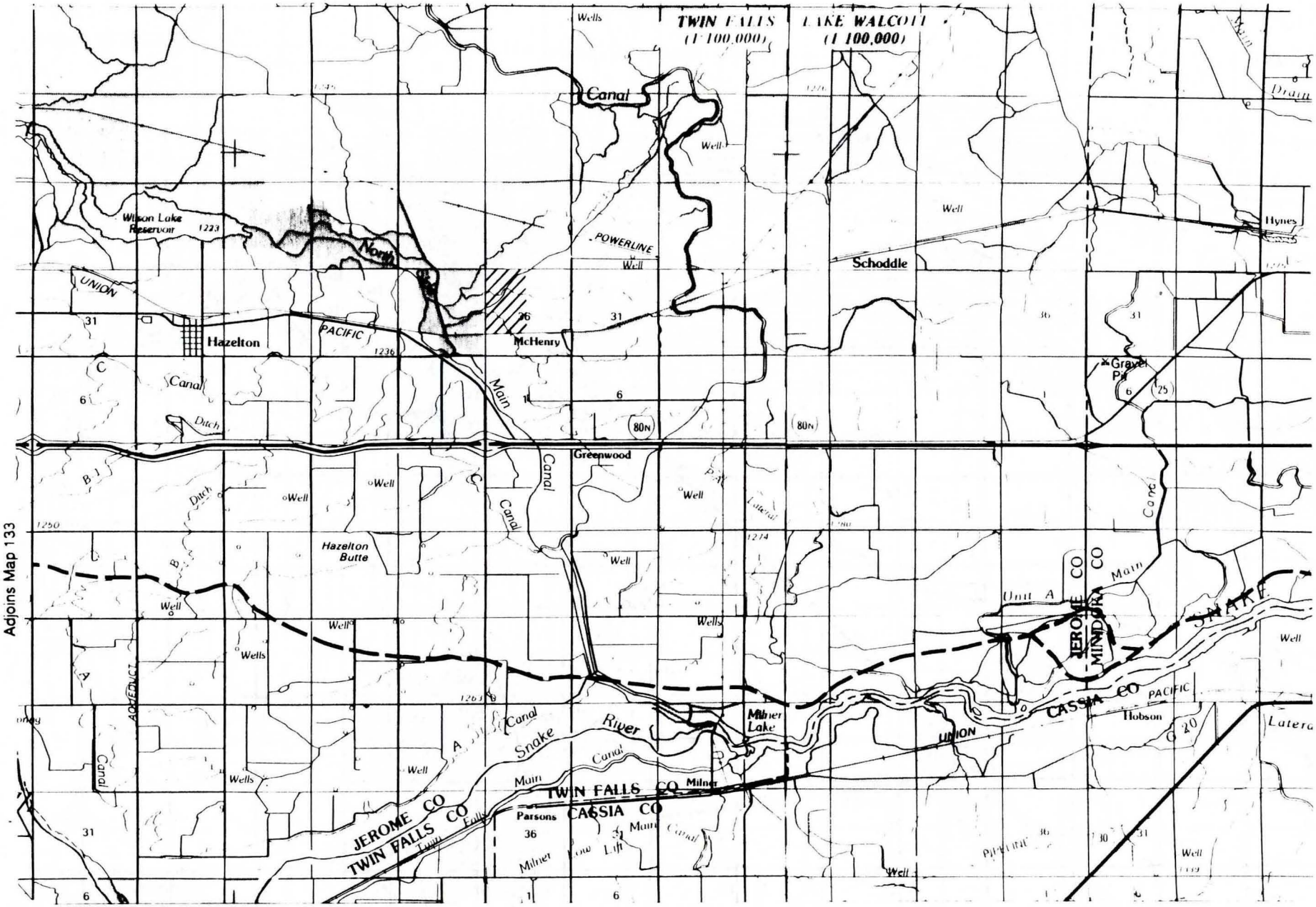

LAKE WALCOTT
(1:100,000)
Adjoins Map 130
Adjoins Map 128
James Nipples
Cedar Ridge
JEEP
Canyon
Channel
Lake
Cedar Field
Mowers of Spring
MNWR
Morgans Waterhole
RIVER
SNAKE
Bonanza
Bar
Tule Island
Gifford Spring
BLAINE POWER CO
CASSIA CO
TRAIL
PIPELINE
Gulch
Spring
Well
Calder
River
Trail
Lanes
Creek
POWER CO
CASSIA CO
Well
Hollow
Creek
MAP 129


Adjoins Map 131
Adjoins Map 129
LAKE WALCOTT
MINIDOKA NATIONAL WILDLIFE REFUGE
CASSIA CO
LAKE WALCOTT
(1:100,000)
Jackson
Radio Tower
POWERLINE
Side Canal
Well
Gravel Pit
JEEP
N

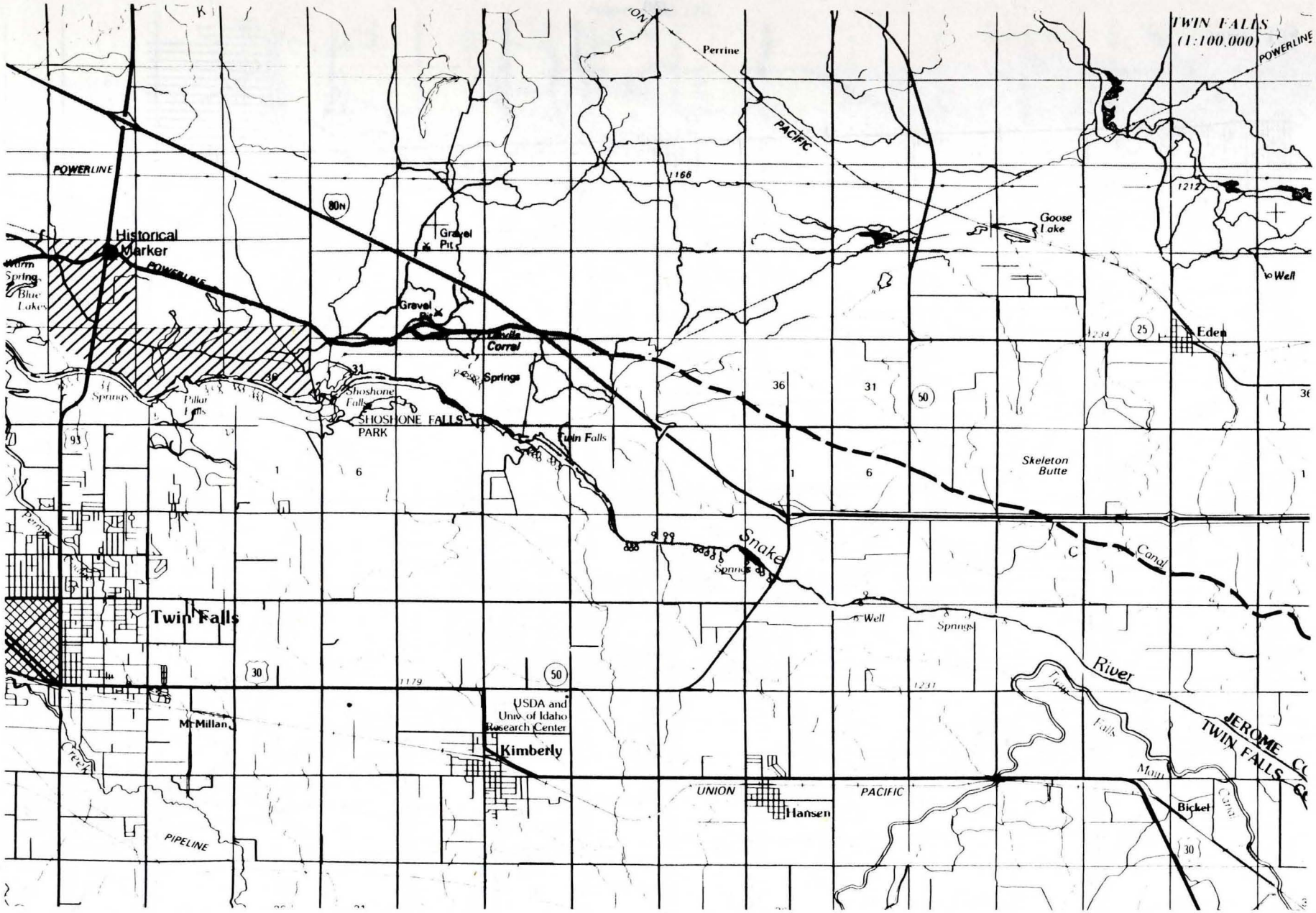
MAP 130


LAKE WALCOTT
(1:100,000)
Adjoins Map 132
Adjoins Map 130
Burley
Rupert
Heyburn
Paul
Myers
Schoy
Unity
Declo
Starrhs Ferry
Minidoka Mem Hospital
Municipal Airport
Sewage Disposal Ponds
Sewage Disposal Pond
Paddock Island
Pareés Island
LAKE MAINER
RIVER
POWERLINE
PIPELINE
UNION PACIFIC
Main
Canal
Drain
Cutter
Wells
Well
N

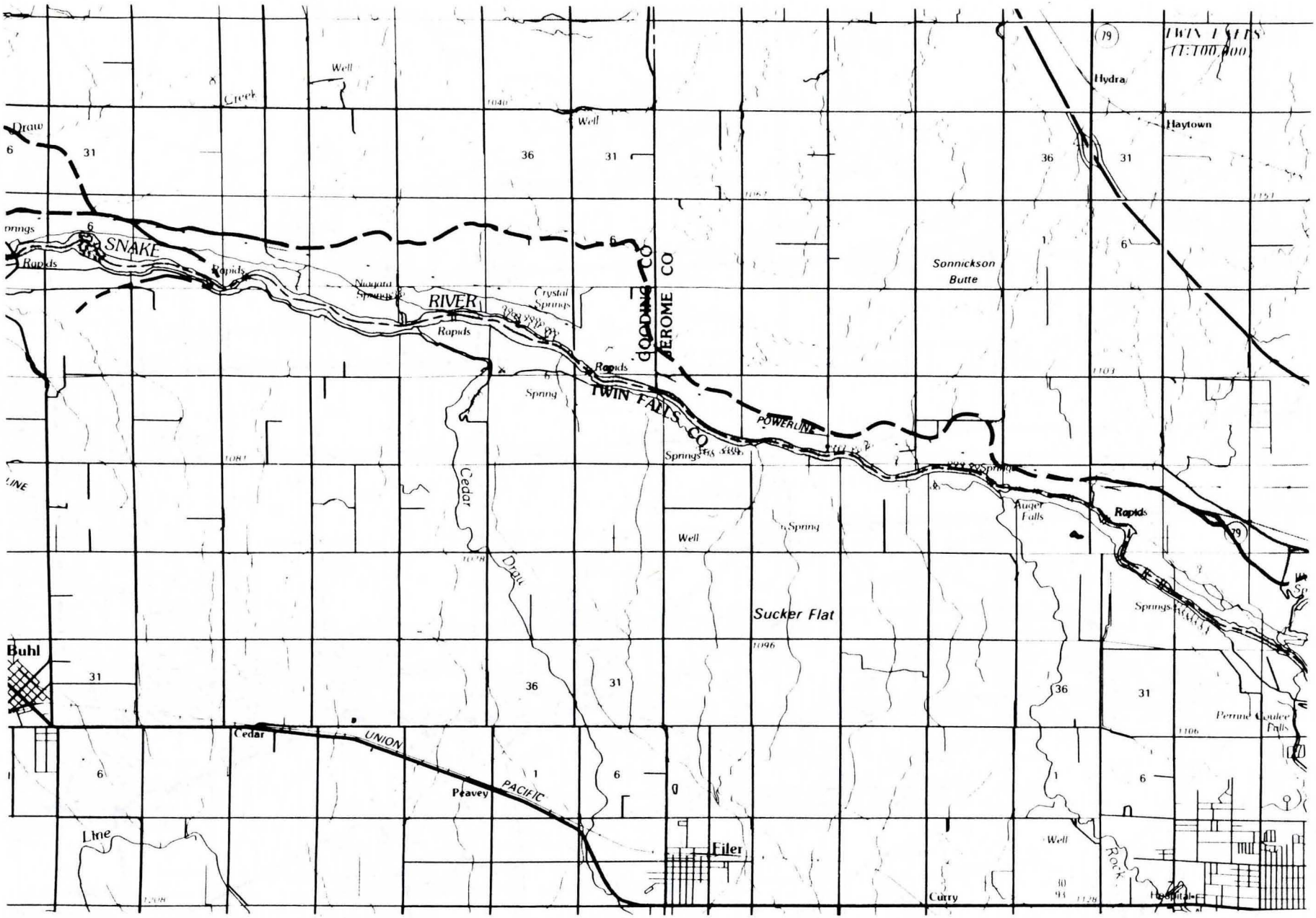
MAP 131


TWIN FALLS (1:100,000)
LAKE WALCOTT (1:100,000)
Adjoins Map 133
Adjoins Map 131
Wilson Lake Reservoir
Hazelton
Schoddle
McHenry
Greenwood
Hazelton Butte
Hynes
Hobson
Milner
Milner Lake
Parsons
Canal
Main
Snake River
JEROME CO
TWIN FALLS CO
CASSIA CO
MINIDOKA CO
UNION
PACIFIC
POWERLINE
Gravel Pit
Unit A
Ditch
Well
Wells
Aqueduct
Low Lift
Lateral

MAP 132

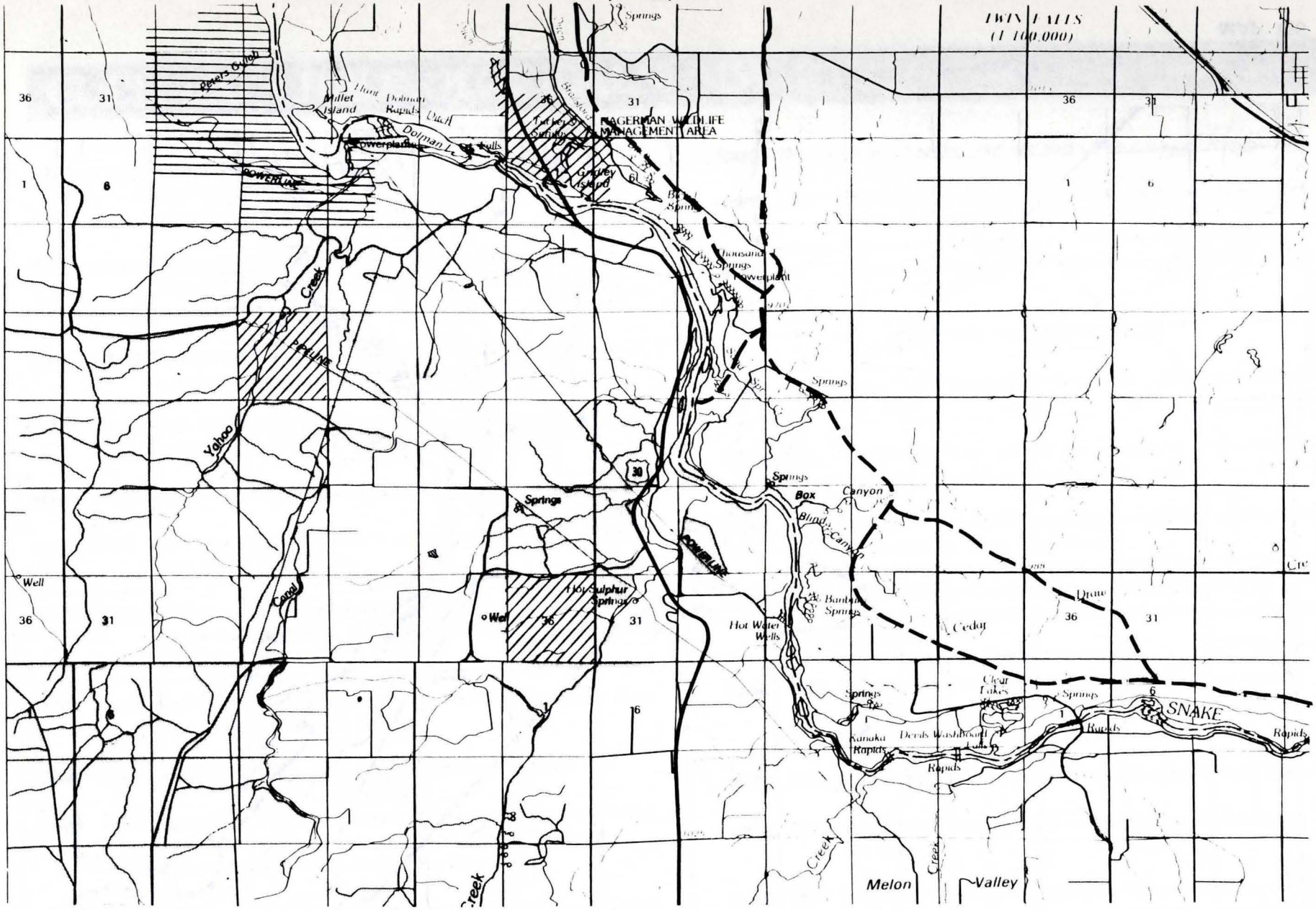

TWIN FALLS
(1:100,000)
POWERLINE
Perrine
PACIFIC
Historical Marker
Warm Spring
Blue Lakes
Gravel Pit
Goose Lake
Well
Eden
Shoshone Falls
SHOSHONE FALLS PARK
Twin Falls
Skeleton Butte
Snake
Canal
Springs
Twin Falls
Mt Millan
USDA and Univ of Idaho Research Center
Kimberly
UNION
PACIFIC
Hansen
River
JEROME CO
TWIN FALLS CO
Bicket
PIPELINE
Adjoins Map 134
Adjoins Map 132

MAP 133


Adjoins Map 135
Adjoins Map 133
TWIN FALLS
1:100,000
Draw
Creek
Well
Hydra
Haytown
SNAKE
RIVER
Rapids
Niagara Springs
Crystal Springs
GOODING CO
JEROME CO
Sonnickson Butte
TWIN FALLS CO
POWERLINE
Spring
Springs
Cedar
Auger Falls
Sucker Flat
Buhl
Cedar
UNION PACIFIC
Peavey
Line
Filer
Curry
Rock
Perrine Coulee Falls
Hospitals

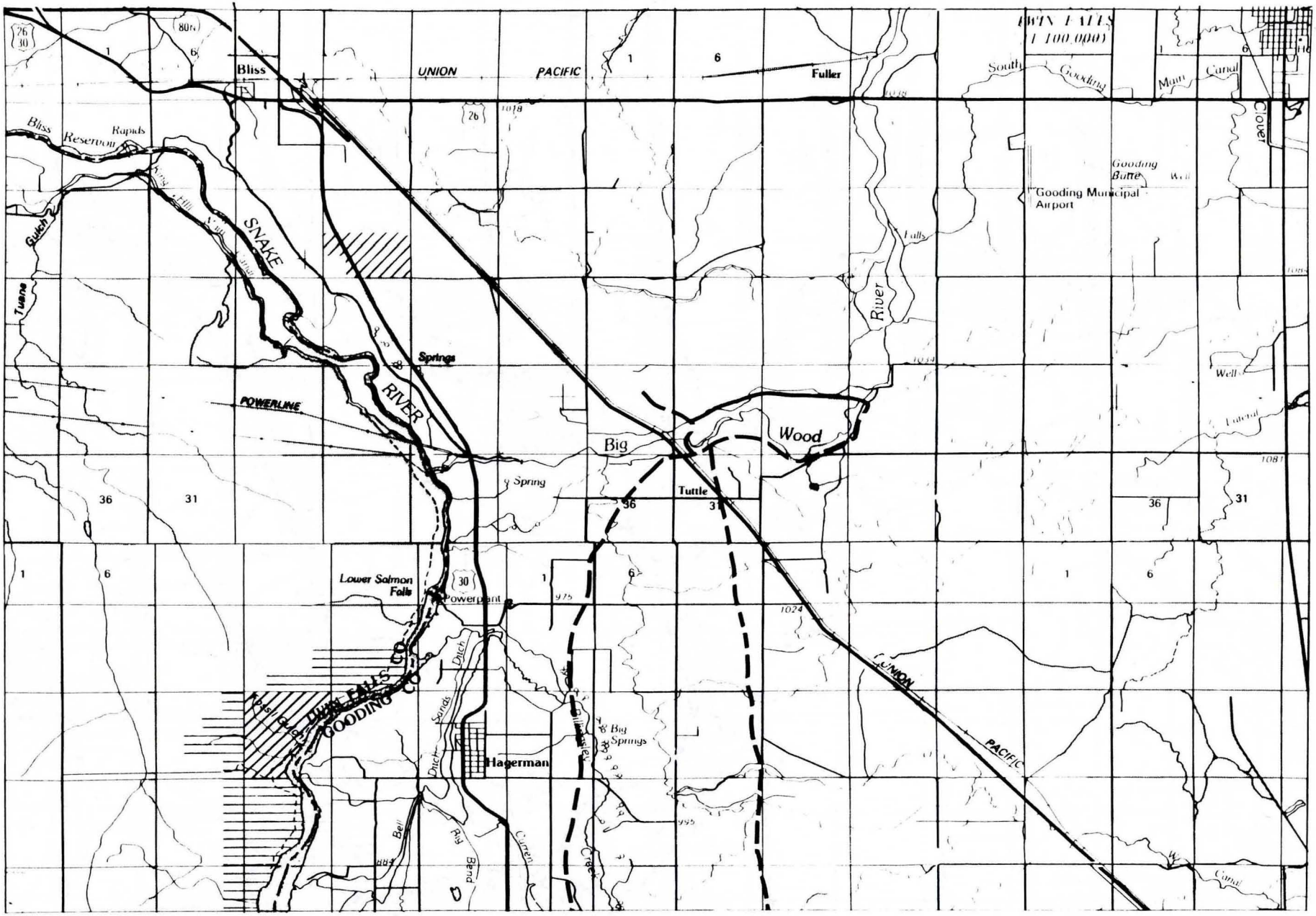
MAP 134

Adjoins Map 136



Adjoins Map 134

MAP 135



Adjoins Map 133

MAP 136

CULTURAL CHRONOLOGICAL SUMMARY

- **8,000 to 14,000 years ago:** Paleo-Indian big game-hunters, with Clovis (11,500 to 12,500 B.P.), Folsom (10,500 to 11,000 B.P.), and Plano (8,000 to 10,500 B.P.) cultures.

- **200 to 8,000 years ago:** Archaic-Indian culture, with permanent houses (5,000 years ago) and bows and arrows and pottery (300 to 1,500 years ago) coming into use.

- **200 to 260 years ago:** Shoshone bands obtained horses for transportation but were decimated by smallpox spread from European sources.

- **800 to 1840:** Early historic Indian culture, with adaptation brought on by white contact, trade goods, and other fur-trade activities.

- **1803** The United States purchased Louisiana Territory.

- **1811** Astorian parties under Wilson Price Hunt explored portions of the future Oregon Trail in Idaho.

- **1812** Robert Stuart's returning Astorians pioneered most of the rest of the route of the Oregon Trail. The War of 1812 cut off fur trade between New England and Astoria.

- **1814** John Reid's winter post near later Hudson's Bay Company Fort Boise was wiped out by Bannock Indians.

- **1819** Donald Mackenzie held a rendezvous on the Boise River.

- **1819** Adams-Onis Treaty between Spain and the United States established Idaho's future southern border on the 42nd Parallel. Mackenzie attempted to set up a post on the Boise River.

- **1820** Mackenzie negotiated a peace treaty with the Shoshone on Little Lost River and explored most of Goodale's Cutoff.

- **1821** Hudson's Bay Company and North West Company merged.

- **1822** William Ashley organized the Rocky Mountain Fur Company, which instituted the practice of annual rendezvous.

- **1827** Trappers brought a two-wheeled gun carriage through South Pass.

- **1830** A trapper's wheeled caravan traveled over part of the Oregon Trail west of Casper to the Wind River rendezvous.

- **1832** Captain B. L. E. Bonneville took a wagon train across South Pass to Green River.

- **1834** Forts Laramie, Boise, and Hall were established. Hams Fork rendezvous was held.

- **1836** Narcissa Whitman and Eliza Spalding were the first white women to cross continental divide (South Pass).

- **1839** Thomas Jefferson Farnham's Oregon Dragoons traveled to Oregon as an advance party for a Peoria company searching for an emigrant route.

- **1840** The last of the fur trade rendezvous was held. Robert Newell, William Craig, and Joe Meek took wagons across the Blue Mountains from Fort Boise.

- **1841** Emigrants reached California and Oregon through South Pass.

- **1842** One hundred twenty-five Oregon-bound emigrants came past Fort Boise.

- **1842** John Charles Fremont investigated the Oregon Trail route to South Pass.

1846 California attracted some 1,500 emigrants through South Pass, with another 1,200 or so going to Oregon. Part of Oregon's group followed Jesse Applegate's California Trail route through Idaho and Nevada prior to turning north into Oregon. Substantial California Trail wagon traffic did not commence until 1849.

1846 The treaty settling the Oregon boundary dispute added Idaho to the territorial jurisdiction of the United States. Congress authorized military posts on the Oregon Trail.

1847 Almost 9,000 emigrants came through South Pass, half of them Mormons who settled in Utah. Oregon received 4,000; California, 450.

1848 About 3,400 emigrants came through South Pass; half stayed in Utah, while about 400 went to California.

1848 Oregon Territory was created by Congress.

1848 The discovery of gold in California led to a rush over the California Trail in 1849. Hudspeth's Cutoff was located from the west.

1849 About 25,000 gold rush stampeders came through South Pass to California; Utah had 1,500 and Oregon had about 450 additional emigrants that season.

1850 Congress approved an Oregon Donation Land Act.

1850 More than twice as many emigrants came through South Pass as did in 1849, with about 44,000 to California and 6,000 to Oregon. Utah attracted some 2,500.

1851 The Great Treaty at Fort Laramie provided for rights of emigrant passage across Indian country.

1851 Emigrant trail traffic fell dramatically to only 6,200 through South Pass. Oregon had well over half that total, and Utah had more than California.

1852 California Trail emigration reached a record high of about 50,000. Oregon and Utah each had about 10,000 additional settlers that year also.

1852 The route of Goodale's Cutoff was opened for emigrant wagons. A ferry was started to serve the north alternate.

1853 South Pass emigrant road traffic dropped to around 20,000 for California, 7,500 for Oregon and 8,000 for Utah. By that time, more than 200,000 emigrants had headed west through South Pass.

1854 Approximately 12,000 emigrants traversed South Pass on their way to California, with 6,000 bound for Oregon and a little more than 3,000 for Utah.

1854 The Ward party ambush in the Boise Valley led to closing of Forts Boise and Hall. Pacific Railroad surveys covered some of the Oregon Trail corridor.

1855 Camp Boise River was established at Hudson's Bay Company Fort Boise and was maintained for six weeks.

1855 Utah received 4,684 overland emigrants, but Oregon and California had only 2,000 altogether with three-fourths of them Californians. These West Coast totals were the smallest of any between 1848 and 1860.

1856 Eight thousand Californians and 1,000 Oregonians came West through South Pass.

1857 Oregon Trail traffic went up by half, but California and Utah went down by half from 1856.

1858 Oregon Trail traffic held steady, and California's increased by half to 6,000.

1859 Oregon became a state and later southern Idaho became part of Washington Territory.

1860 The Utter-Van Orman train party met with an Indian disaster west of Castle Creek.

1862 Boise Basin gold discoveries brought overland freight to the Oregon Trail. A fight near Massacre Rocks disturbed Oregon Trail travel. Goodale's Cutoff was reopened to avoid Indian problems near Massacre Rocks.

1862 Free homestead lands became available to western settlers under federal legislation.

1863 Overland migration to Idaho mines (then including Montana) matched California's gold rush in magnitude.

1863 Idaho Territory was created. United States Army Camp Conner and Fort Boise were established, and Morrisite Soda Springs and Boise City were founded adjacent to those posts. Salmon Falls Shoshone were attacked. Shoshone peace treaties were negotiated at Soda Springs and Fort Bridger.

1864 Montpelier and Bennington were established along the trails. Boise became the permanent capital of Idaho. United States Army Smith's Camp was established near the mouth of Raft River.

1864 A substantial migration of Missouri Civil War refugees headed west to Idaho and Montana. Caleb Lyon's Treaty of Fort Boise would have gained title to Boise Valley Indian lands, but Senate ratification never was accomplished.

1866 The Snake War of 1866 to 1868 affected the south alternate of the Oregon Trail. United States Army Camp Buford was established on Bruneau River.

1866 Caleb Lyon's Bruneau Treaty would have gained title to south alternate Shoshone lands, but Senate ratification was not considered.

1867 Fort Hall Reservation was created for the Boise Shoshone.

1868 Wind River Reservation was created by the Fort Bridger Treaty, but the Fort Hall Shoshone and Bannock were allowed to remain on the Fort Hall Reservation instead of moving to Wind River.

1869 Completion of the transcontinental railroad led to Kelton Road traffic to Boise. The Boise Shoshone were removed to Fort Hall Reservation somewhat belatedly. Glenn's Ferry began operations. Snake River gold discoveries brought miners to placers above Shoshone Falls.

1870 The Mormons established a new community of Soda Springs along the trails. Cariboo Mountain gold discoveries brought mining settlement to the Lander Road corridor. Payne's Ferry started operations. United States Army Fort Hall was established on Lincoln Creek.

1872 A major Indian war scare on Camas Prairie along Goodale's Cutoff frightened travelers and ranchers.

1872 Georgetown was started as a Mormon Oregon Trail community.

1873 Timber-culture land entries were authorized. Railroad construction was set back several years by the Panic of 1873.

1874 The Utah and Northern Railway reached Idaho.

1874 Telegraph service reached Silver City (and was extended to Boise in 1875).

1876 Major cattle drives from Oregon to Cheyenne removed surplus livestock from northwestern ranches.

1877 Desert Land Act entries were authorized.

1878 The Utah and Northern Railway was extended along the Oregon Trail corridor. The Bannock War began on Camas Prairie along Goodale's Cutoff.

1879 Timber and Stone Act land entries were authorized. A Glenn's Ferry Oregon Trail route replaced Payne's Ferry on John Hailey's Boise-Kelton stage line.

1880 A large mining rush to Wood River brought heavy traffic to Goodale's Cutoff.

1881 Oregon Short Line construction began at Granger.

1883 Boise phone service commenced.

1883 Glenns Ferry, Caldwell, and Parma founded along the Oregon Short Line. Mountain Home (Rattlesnake Station) was moved to a new railroad site.

1884 Chesterfield was established on the Oregon Trail.

1884 The Oregon Short Line was completed.

1887 Utah and Northern tracks were widened to standard gauge.

1890 Idaho was admitted to statehood.

1890 Southern Idaho had a winter range cattle disaster.

1894 Carey Act reclamation projects were authorized.

1900 The Twin Falls Carey Act project was initiated.

1900 Fort Hall Reservation was opened to settlement.

1902 United States Reclamation Service projects were authorized.

1904 Construction of Minidoka Dam began. Twin Falls and Filer were founded.

1906 Burley, Kimberly, and Buhl were started.

1909 Minidoka Dam, with an Oregon Trail reservoir, was completed.

1910 Ezra Meeker located Fort Hall and Fort Boise sites.

1916 The Idaho State highway system was organized.

1927 Completion of American Falls Reservoir flooded parts of the Oregon Trail.

1928 Completion of Soda Springs Reservoir flooded parts of the Oregon Trail.

1942 A naval gun relining plant was established in Pocatello, with a testing range along Goodale's Cutoff.

1949 Idaho's National Reactor Testing Station established on Goodale's Cutoff.

1956 Idaho's interstate highway construction began at Massacre Rocks.

1959 Brownlee Dam was completed on Goodale's Cutoff.

1966 National Historic Preservation Act provided for registration and protection of cultural resources.

1978 Oregon Trail National Historic Trail designated by Congress.

1988 City of Rocks National Historic Reserve established by Act of Congress.

1992 California National Historic Trail designated by Congress.

FOOTNOTES

1. Sven Liljeblad, *The Idaho Indians in Transition, 1805-1960* (Pocatello: Idaho State University Museum, 1972); Brigham D. Madsen, *The Northern Shoshoni* (Caldwell, Idaho: Caxton Printers, 1980), p. 23.

2. Philip Ashton Rollins, editor, *The Discovery of the Oregon Trail: Robert Stuart's Narrative 1812-1813* (New York: Charles Scribner's Sons, 1935); Dale L. Morgan, *Jedediah Smith and the Opening of the West* (Indianapolis: Bobbs-Merrill Co., 1953; reissued, Lincoln: University of Nebraska Press, 1964); Morgan, editor, *The West of William Henry Ashley...1822-1838* (Denver: Old West Publishing Company, 1964); Alexander Ross, *Fur Hunters of the Far West*, edited by Kenneth A. Spaulding (Norman: University of Oklahoma Press, 1956; originally published, London, 1855); Gloria Griffen Cline, *Peter Skene Ogden and the Hudson's Bay Company* (Norman: University of Oklahoma Press, 1974), pp. 46-96; David S. Lavender, *Westward Vision: The Story of the Oregon Trail* (New York: McGraw-Hill Book Company, 1963).

3. John D. Unruh, Jr., *The Plains Across: The Overland Emigrants and the Trans-Mississippi West, 1840-60* (Urbana: University of Illinois Press, 1979).

4. "Commentaries of Keturah Belknap...1839 - 1845," *Covered Wagon Women... 1840 - 1890*, edited and compiled by Kenneth L. Holmes (Glendale, California: The Arthur H. Clark Company, 1983 -), 1:213-218.

5. George R. Stewart, *The California Trail: An Epic with Many Heroes* (New York: McGraw-Hill Book Company, 1962).

6. Unruh, *The Plains Across*, p. 395.

7. J. Orin Oliphant, *On the Cattle Ranges of the Oregon Country* (Seattle: University of Washington Press, 1968), pp. 69-114.

8. Joel Palmer, *Journal of Travels. Over the Rocky Mountains....* (Cincinnati: J. A. and U. P. James, 1847), edited by Philip Ashton Rollins (New York, 1935; originally published, Cincinnati, 1847; Readex Reprint, 1966).

9. Leander V. Loomis, *A Journal of the Birmingham Emigrating Company [1850]*, Manuscript, Oregon Historical Society, Portland, Oregon.

10. P. V. Crawford, "Journal of a Trip Across the Plains, 1851," *Oregon Historical Society Quarterly*, v. xxv, no. 1 (March, 1924).

11. "The Journal of Susan Amelia Cranston, 1851," *Covered Wagon Women, 3:115-121.*

12. Eleanor Allen, *Canvas Caravans* (Portland, Oregon: Binfords & Mort, Publishers, 1946).

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17. *The Overland Diary of James A. Pritchard...1849*, edited by Dale L. Morgan (Denver, Colorado: Fred A. Rosenstock, The Old West Publishing Company, 1959).

18. Amos Batchelder, "Journal of a Tour across the Continent of North America... in 1849," Utah State Historical Society, Salt Lake City, Utah.

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20. *The Discovery of the Oregon Trail*, pp. cvi, cxxiv

21. *Ibid.*, pp. 86-104, 128-145, 162-193.

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25. P. V. Crawford, "Journal of a Trip Across the Plains, 1851," *Quarterly of the Oregon Historical Society* (June 1924), 25:136-169.

26. "Diary of Rev. John McAllister," pp. 471-508.

27. John K. Townsend, *Narrative of a Journey Across the Rocky Mountains to the Columbia River* (Fairfield, Washington: Ye Galleon Press, 1970; originally published, Philadelphia, 1839).

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29. *The California Gold Rush Diary of Byron N. McKinstry.*

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31. Richard Augustus Keen, "The Diary of a Trip to California and Return," Iowa State Historical Society, Iowa City, Iowa.

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38. "Journal of Henry Allyn, 1853," *Transactions of the Forty-ninth Annual Reunion of the Oregon Pioneer Association, Portland, June 16, 1921* (Portland, 1924), pp. 372-435.

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47. Henry M. Judson, Diary of 1862, Nebraska State Historical Society, Lincoln, Nebraska (hereafter NbHi).

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51. Palmer, *Journal of Travels*.

52. *The Discovery of the Oregon Trail — Robert Stuart's Narrative, 1812-1813*, Stuart.

53. "Journal of Medorem Crawford," (Fairfield, Washington: Ye Galleon Press, 1967).

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70. Palmer, *Journal of Travels*.

71. Ebey, Diary.

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78. "The Overland Diary of Wm. H. Frush."

79. "Letter of Lucia Loraine Williams," *Covered Wagon Women*, 3:131-148.

80. Medorem Crawford Diary.

81. "Journal of Abigail Scott."

82. Stewart, *The California Trail,* pp. 227, 232. Large cattle herds helped oxteams, pack mules, and horses overgraze most gold-rush roads west of Casper in 1849 as well as in subsequent years.

83. *Ibid.*, p. 252.

84. Travelers had traded at French and Indian encampments before 1849: Indians peddled berries to Richard M. May near City of Rocks, August 15, 1848, for example, while salmon trade from Salmon Falls west was well established. William E. Chamberlain on July 4, 1849, described his party's camp with a French and Shoshoni band on Sublette's Cutoff west of Green River as "presenting as lively and confused a scene as a large city" (California State Library). Elizabeth Ann McAuley Egbert camped over a week on Bear River, July 20-31, where Indian fish was traded for bread. John Hudson Wayman described Indians camped on Smith's Fork, July 1, 1852, as sharp traders. *A Doctor on the California Trail: The Diary of Dr. John Hudson Wayman, 1852,* ed. Edgeley Woodman Todd (Denver: Old West Publishing Co., 1971).

85. "History of Nelson Wheeler Whipple, Pioneer of 1850, Written by Himself," typescript, Utah State Historical Society, Salt Lake City, Utah, p. 8.

86. "The Gold Rush Diary of Henry Tappan," edited by Everett Walters and George B. Strother, *Annals of Wyoming,* 25:113-139.

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88. *The Overland Diary of James A. Pritchard.*

89. *The California Gold Rush Diary of Byron N. McKinstry.*

90. *Gold Rush Diary, Being the Journal of Elisha Douglass Perkins on the Overland Trail in the Spring and Summer of 1849,* edited by Thomas D. Clark (Lexington: University of Kentucky Press, 1967).

91. *Trail to California, The Overland Journal of Vincent Geiger and Wakeman Bryarly.*

92. *Ibid.*

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94. *The California Gold Rush Overland Diary of Byron N. McKinstry.*

95. *Trail to California, The Overland Journal of Vincent Geiger and Wakeman Bryarly.*

96. *The California Gold Rush Overland Diary of Byron N. McKinstry.*

97. *The Overland Diary of James A. Pritchard.*

98. *The Diaries of Peter Decker.*

99. Their Salt Lake route was longer but gave them a chance to obtain supplies. Most did not take that detour, but those who did had a major impact upon Utah's economy. Leonard J. Arrington, *Great Basin Kingdom: An Economic History of the Latter-day Saints* (Cambridge, Massachusetts: Harvard University Press, 1958), pp. 64-69.

100. Henry William Bigler, Diary, August 30, September 7, 14-15, 1848; Richard M. May, Diary, July 11, August 14, 1848, both, Bancroft Library, University of California, Berkeley (hereafter CU).

101. *Seeking the Elephant, 1849, James Mason Hutchings' Journal of His Overland Trek to California,* edited and introduced by Shirley Sargent (Glendale, California: The Arthur H. Clark Company, 1980).

102. The information for this segment of the report was derived from the examination of 276 diaries gathered by the Idaho State Historical Society. One hundred seven of the diaries contained information dealing with health, disease, trauma, and death. The reporting of the same event by two or more diarists in the same company or caravan made it difficult to tally exact numbers for the various conditions, but relative frequencies could be readily determined.

103. William Buchan's *Domestic Medicine,* first published in Edinburgh in 1769 and in Philadelphia in 1772, went through innumerable editions. John C. Gunn's *Domestic Medicine, or Poor Man's Friend* was first published in Knoxville, Tennessee, in 1830 and was still popular in 1870.

104. U.S. War Department, *Annual Report of the Secretary Of War* (Washington, D.C., 1852), p. 137.

105. Quoted in Merrill J. Mattes, *The Great Platte River Road: The Covered Wagon Mainline via Fort Kearny to Fort Laramie*, second edition, Nebraska State Historical Society Publications, Vol. XXV (Lincoln: Nebraska State Historical Society, 1979), p. 82.

106. Eleanor Allen, *Canvas Caravans* (Portland, Oregon: Binfords & Mort, 1946), pp. 57, 70, 79.

107. James Field, Diary, May 27, 1845, OrHi.

108. "Diary of Virgil K. Pringle," August 3, 1846, edited by Dale L. Morgan, *Overland in 1846: Diaries and Letters of the California-Oregon Trail* (Georgetown, California: Talisman Press, 1963), p. 178.

109. William Carter Staines, Diary, 1847, Historical Department, Church of Jesus Christ of Latter-day Saints, Salt Lake City, Utah (hereafter HD-LDS).

110. Joseph Grafton Hovey, Diary, September 20, 1848, Brigham Young University, Provo, Utah (hereafter BYU).

111. Ruben Miller, Diary, 1849, HD-LDS.

112. Ellen James Bailey Lamborn, Autobiography, September 3, 1864, Utah State University, Logan, Utah.

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114. Peter O. Hansen, Diary, July 4, 8, 1849, BYU.

115. Martin L. Ensign, Diary, May 9, 1857, HD-LDS.

116. Hamilton Scott Diary, July 4, 1862, IdHi.

117. Silas Richards, Diary, August 22, 1846, HD-LDS.

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120. Maria Parsons Belshaw, Diary, June 4, 1853, OrHi.

121. Unruh, *The Plains Across*, p. 386.

122. *The Diary of George Belshaw, Oregon Trail, 1853* (Eugene, Oregon: Lane County Pioneer-Historical Society, 1960), entry for May 14, 1853.

123. "Diary of Rev. Jason Lee," *The Quarterly of the Oregon Historical Society* (September 1916), 17:243.

124. Charles Alfred Harper, Diary, July 1, 3, 1847, BYU.

125. "Diary of Jesse Herritt, 1845," in *Transactions of the Thirty-eighth and Thirty-ninth Annual Reunions of the Oregon Pioneer Association*...1910...1911 (Portland, 1914), p. 513.

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128. "Mary Minerva Dart Judd, Pioneer of 1850," *In Our Pioneer Heritage*, compiled by Kate B. Carter (Salt Lake City: Daughters of Utah Pioneers, 1964), 7:284.

129. W. A. Hockett, Reminiscence, July 7, 1847, University of Oregon, Eugene, Oregon (hereafter OrU).

130. *Diary of Mrs. Byron J. Pengra...Kept by Her on a Trip across the Plains from Illinois to Oregon in 1853* (Eugene, Oregon: Lane County Pioneer-Historical Society, 1966).

131. *Gold Rush Diary*, p. 94 (entry for August 9, 1849); Frederick E. Voelker, "William S. (Old Bill) Williams," in LeRoy R. Hafen, editor, *The Mountain Men and the Fur Trade of the Far West* (Glendale, California: Arthur H. Clark Co., 1965-1972), 8:385.

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132. Most California gold-rush traffic followed Hudspeth's Cutoff after July 19, but Richard Grant estimated that from five to ten thousand wagons came by Fort Hall in 1849 before Hudspeth's diversion reduced his emigrant trade. By 1849, Grant had built up a vast herd of cattle, horses, and mules, so that he was prepared to accommodate that unexpected deluge of demand. Eden Colville to J. H. Pelly, Victoria, October 26, 1849, in E. E. Rich, editor, *London Correspondence Inward from Eden Colville, 1849-1852* (London: Hudsons Bay Record Society, 1956), pp. 6-7; Richard Grant to George Simpson, February 22, 1850, in Louis Seymour Grant, "Fort Hall on the Oregon Trail" (unpublished M.A. thesis, University of British Columbia, 1958), p. 92; *The Overland Diary of James A. Pritchard*, p. 105; *Gold Rush: The Journals, Drawings, and Other Papers of J. Goldsborough Bruff, April 2, 1849-July 20, 1851*, edited by Georgia Willis Read and Ruth Gaines (New York: Columbia University Press, 1949), p. 105. By 1852, California emigrant traffic tended to go by Fort Hall rather than Hudspeth's Cutoff. Elizabeth Ann McAuley Egbert diary, July 31, 1852, CU.

133. Stewart, *California Trail*, p. 252.

134. Farnham, "From Ohio to California in 1849."

135. "Diary of Orange Gaylord to California and Oregon in 1850...1853," edited by L. L. Moore, *Transactions of the Forty-fifth Annual Reunion of the Oregon Pioneer Association*, July 19, 1917 (Portland, 1920), pp. 394-439.

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137. William Swain, Diary, 1849-1851, Western Americana Collection, CtY.

138. Lorenzo Sawyer, "Way Sketches.... [1850]," *Family Visitor* (Cleveland, Ohio), Vol. 1, 1850-51, edited by E. Eberstadt (New York: E. Eberstadt, 1926).

139. Dr. Henry Austin, Diary, 1849, CU.

140. Helen G. Carpenter, *A trip across the plains, 1856*, California State Library, Sacramento, California.

141. Elisha B. Lewis, Diary, 1849, State Historical Society of Wisconsin, Madison, Wisconsin.

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143. *Ibid.*

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145. James Bennett, *Overland Journey to California, 1850* (New Harmony, Indiana: Times Print, 1906).

146. Jerome Dutton, "Across the Plains in 1850," *Annals of Iowa* (July - October 1910), 3rd ses., 9:447-483.

147. Sawyer, "Way Sketches."

148. Middleton, Diary.

149. Carpenter, *A trip across the plains*.

150. Swain, Diary.

151. *Ibid.*

152. J. S. Shepherd, *Journal of travel [1850]: Across the plains to California* (Racine, Wisconsin: Commercial Advertiser, 1851).

153. Thomas Woodward, "Diary...while crossing the plains to California in 1850," *Wisconsin Magazine of History* (March 1934), 17:345-360; (June 1934), 17:433-445.

154. Swain, Diary.

155. Middleton, Diary.

156. Lewis, Diary.

157. John Steele, *Across the Plains in 1850*, edited by J. Schafer (Chicago: Caxton Club, 1930).

158. Omer C. Stewart, "Tribal Distribution and Boundaries in the Great Basin," in Warren L. D'Azevedo, et al., editors, *The Current Status of Anthropological Research in the Great Basin: 1964*, Technical Report Series S-H, Social Science and Humanities Publication, No. 1 (Reno: Desert Research Institute, University of Nevada, 1966); Deward E. Walker, Jr., *Indians of Idaho* (Moscow: University Press of Idaho, 1978), p. 87.

159. Walker, *Indians of Idaho*, p. 87.

160. *Ibid.*, p. 140.

161. Peter T. Harstad and Max G. Pavesic, "Lander Trail Report," manuscript, U.S. Forest Service, 1966, pp. 4-5.

162. *Ibid.*, pp. 7-15.

163. *Ibid.*, p. 23.

164. *Bound for Idaho: The 1864 Trail Journal of Julius Merrill*, edited by Irving R. Merrill (Moscow: University of Idaho Press, 1988).

165. Charles J. Cummings, Diary, 1859, Western Americana Collection, CtY.

166. Joel Barnett, *A Long Trip in a Prairie Schooner* (Whittier, California: Western Stationery Company, 1928).

167. *Bound for Idaho.*

168. *Bound for Idaho.*

169. Michael Luark, Diaries, 1861, Vol. 7, WaU.

170. *Bound for Idaho.*

171. Luark, Diaries.

172. *Bound for Idaho.*

173. Cummings, Diary.

174. William H. Goetzmann, *Exploration and Empire: The Explorer and the Scientist in the Winning of the American West* (New York: Alfred A. Knopf, 1966), pp. 231, 240; Melvin C. Jacobs, *Winning Oregon* (Caldwell, Idaho: Caxton Printers, 1938), pp. 140-167; and Frederick Merk, "The Oregon Pioneers and the Boundary," *American Historical Review* (July, 1924), 29: 681-699, which analyzes variant claims concerning Oregon settlement and boundary negotiations through 1846.

175. Quoted in Goetzmann, *Exploration and Empire*, p. 241.

176. William H. Goetzmann, *Army Explorers in the American West, 1803-1863* (New Haven, Connecticut: Yale University Press, 1959), p. 84.

177. *The Expeditions of John C. Fremont*, 1:520-521.

178. *Ibid.*, pp. 530-531.

179. *Ibid.*, 531-532. Charles Preuss added: "The white people have ruined the country of the Snake Indians and should therefore treat them well." Preuss, *Exploring with Fremont...*, translated and edited by Erwin G. and Elisabeth K. Gudde (Norman: University of Oklahoma Press, 1958), p. 86.

180. *Expeditions of Fremont*, pp. 532-533.

181. Goetzmann, *Army Explorers*, pp. 105-106.

182. Jesse Looney, Letter, October 27, 1843, *Journal of the Illinois State Historical Society*, Vol. XXII, July 29, No. 2, pp. 354-356.

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184. *Ibid.*, p. 133.

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188. *Ibid.*, p. 170-171.

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190. *Ibid.*, pp. 188-189.

191. *Ibid.*, pp. 189-190.

192. *Ibid.*, p. 193.

193. *Ibid.*, p. 201.

194 *Ibid.*, p. 202.

195. *Ibid.*, p. 206.

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197. W. Turrentine Jackson, *Wagon Roads West: A Study of Federal Road Surveys and Construction in the Trans-Mississippi West, 1846-1869* (Berkeley: University of California Press, 1952), p. 176.

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202. *Bound for Idaho.*

203. Loughary, Brief Journal.

204. *War of the Rebellion*, Series L, Part I, pp. 227-228.

205. *Ibid.*, p. 220.

206. Mrs. W. A. Loughary, "A Brief Journal...in the Year of 1864," OrU.

207. *Blackfoot Register*, June 18, 1881, p. 4, c. 2.

208. *Bound for Idaho.*

209. Loughary, Brief Journal.

210. Nellie Slater, Diary, 1862, IdHi.

211. *Ibid.*

212. *Ibid.*

213. *Bound for Idaho.*

214. Annie Laurie Bird, *Old Fort Boise* (Parma, Idaho: Old Fort Boise Historical Society, 1971), p. 59.

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CHi	California Historical Society, San Francisco.
CoD	Denver Public Library.
CSmH	Huntington Library, San Marino, California.
CSt	Stanford University, Palo Alto, California.
CtY	Beinecke Library, Yale University, New Haven, Connecticut.
CU	Bancroft Library, University of California, Berkeley.
IaHi	Iowa State Historical Society, Des Moines.
ICHi	Chicago Historical Society.
IdHi	Idaho State Historical Society, Boise.
IlHi	Illinois State Historical Society, Springfield.
In	Indiana State Library, Indianapolis.
InHi	Indiana Historical Society, Indianapolis.
InU	Indiana University, Bloomington.
KsHi	Kansas State Historical Society, Topeka.
KsU	University of Kansas, Lawrence.
LC	Library of Congress, Washington, D.C.
MnHi	Minnesota Historical Society, St. Paul.
MoHi	State Historical Society of Missouri, Columbia.
MoU	University of Missouri, Columbia.
NA	National Archives.
NbHi	Nebraska State Historical Society, Lincoln.
NjP	Princeton University, Princeton, New Jersey.
NN	New York Public Library.
OCHi	Cincinnati Historical Society.
OHi	Ohio Historical Society, Columbus.
OrHi	Oregon Historical Society, Portland.
OrU	University of Oregon, Eugene.
PPHi	Historical Society of Western Pennsylvania, Pittsburgh.
UDUP	Daughters of Utah Pioneers Museum, Salt Lake City.
UHi	Utah State Historical Society, Salt Lake City.
UL	Utah State University, Logan.
ULDS	Historical Department, LDS Church, Salt Lake City.
UPB	Brigham Young University, Provo, Utah.
UU	University of Utah, Salt Lake City.
WaU	University of Washington, Seattle.

EMIGRANT TRAIL MANAGEMENT AGENCIES IN IDAHO

BUREAU OF LAND MANAGEMENT

Idaho State Office
3380 Americana Terrace
Boise, Idaho 83706
(208) 384-3000

Boise District Office
3948 Development Avenue
Boise, Idaho 83705
(208) 384-3300

Jarbidge Resource Area
2620 Kimberly Road
Twin Falls, Idaho 83301
(208) 736-2350

Burley District Office
Route 3, Box 1
Burley, Idaho 83318
(208) 678-5514

Deep Creek Resource Area
138 South Main
Malad City, Idaho 83252
(208) 766-4766

Idaho Falls District
940 Lincoln Road
Idaho Falls, Idaho 83401
(208) 524-7500

Pocatello Resource Area
Federal Building, 250 S. Fourth Avenue, Suite 172
Pocatello, Idaho 83201
(208) 236-6860

Shoshone District Office
400 West F Street
Shoshone, Idaho 83352
(208) 886-2206

IDAHO STATE HISTORICAL SOCIETY

210 Main Street
Boise, Idaho 83702
(208) 334-2682

Museum
610 North Julia Davis Dr.
Boise, Idaho 83702
(208) 334-2120

Library and Archives
450 N. 4th Street
Boise, Idaho 83702
(208) 334-3356

IDAHO STATE PARKS AND RECREATION

7800 Fairview Ave.
Boise, Idaho 83704
(208) 327-7444

Three Island Crossing State Park
P.O. Box 609
Glenns Ferry, Idaho 83623
(208) 366-2394

Massacre Rocks State Park
HC 76, Box 1000
American Falls, Idaho 83211
(208) 548-2672

Malad Gorge State Park
Route 1
Hagerman, Idaho 83332
(208) 837-4505

Bruneau Dunes State Park
HC 85 Box 41
Mountain Home, Idaho 83647
(208) 336-7919

U.S. FOREST SERVICE

Boise National Forest
1750 Front Street
Boise, Idaho 83702
(208) 364-4100

Sawtooth National Forest
2647 Kimberly Road East
Twin Falls, Idaho 83301-7976
(208) 737-3200

Caribou National Forest
Federal Building, Suite 282
250 S. Fourth Avenue
Pocatello, Idaho 83201
(208) 236-7500

NATIONAL PARK SERVICE

City of Rocks National Historic Reserve
963 Blue Lakes Blvd.
Twin Falls, Idaho 83301
(208) 733-8398, (208) 824-5519

Craters of the Moon National Monument
Box 29
Arco, Idaho 83213
(208) 527-3257

Hagerman Fossil Beds National Monument
963 Blue Lakes Blvd.
Twin Falls, Idaho 83301
(208) 837-4793

TRAIL ETHICS: COMMON COURTESY AND COMMON SENSE



The Emigrant Trails of Southern Idaho are tangible but fragile remnants of our nation's pioneer heritage. You can help preserve the remaining traces of these historic trails and ensure an enjoyable experience for yourself and others by observing these simple rules:

TRAIL PROTECTION: In many areas the trail and surrounding landscape remain substantially unchanged since the last wagons rolled through. To help maintain the rugged beauty of the trail environment, please avoid wet or mudy trail conditions and limit vehicle traffic to existing roads. Whatever your mode of travel, keep impacts to soil and vegetation to a minimum.

ARCHAEOLOGICAL SITES: Archaeological and historic sites are an integral part of the emigrant trail system. These non-renewable reources are often our only source of information about the past. Please leave them undisturbed. Remember, there are substantial penalties for the removal, defacement, or destruction of archaeological sites or artifacts.

LITTER: In this arid environment it takes a long time for even perishable goods to decompose. Please keep the trail and its surroundings free of litter. Take your garbage with you when you leave.

GATES: If you open a gate, close it behind you. This courtesy can save a rancher hours of searching for livestock.

PRIVATE PROPERTY: Please respect private property and landowner's rights. Heed no trespassing signs. Avoid visiting or crossing private property without permission of the landowner.

FIRE: Range fires occur frequently during the dry summer months. Firefighting activities and post-fire rehabilitation projects may pose serious threats to the physical integrity of the emigrant trails and their scenic corridors. Please be extra cautious with campfires, matches, and cigarettes.

WATER: Drinking water is not available along the trails. Be sure to bring sufficient water.