

Crossroads Chronicle

Journal of the Crossroads Chapter / Oregon-California Trails Association



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Next Tour: Oct. 10, 2020. SLV to Skull Valley. Contact Steve Allison for more info: sallison9999@gmail.com

Emigrant Stories

Emigrant Story: Settling the Little Colorado

by Bill Randall

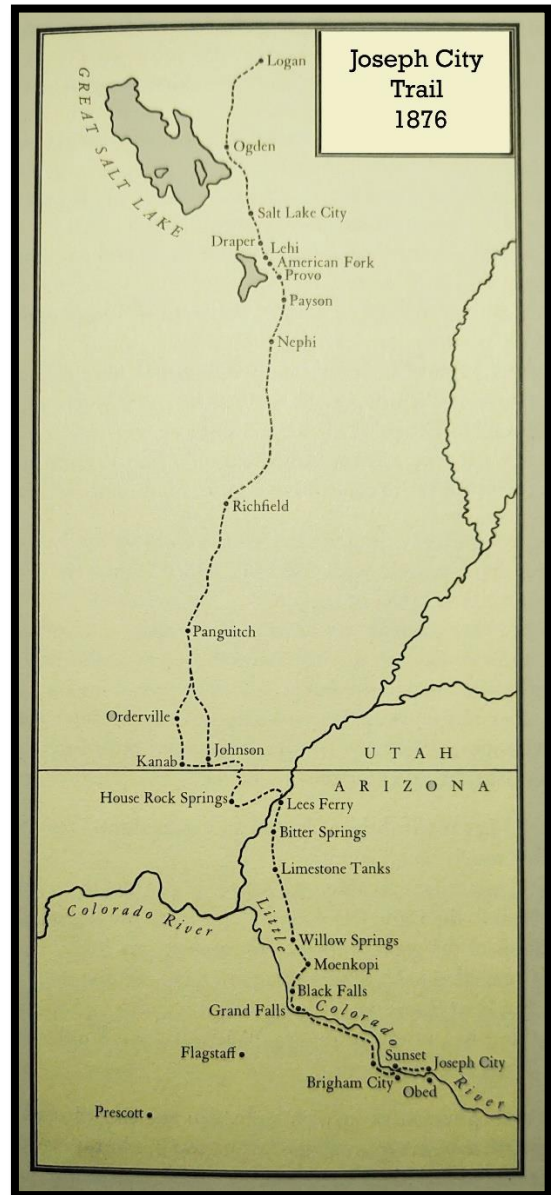
Often we think of emigrants as people coming from another country and crossing the plains to settle in Utah, California, Oregon, etc. But some emigrants move from one location to another within the United States and its territories who we typically call settlers or colonists, but the groups of northern Utah settlers Brigham Young called to settle the Little Colorado, Arizona valley certainly had a difficult journey. We thought you might enjoy hearing about their experiences. I am a descendant of those intrepid pioneers who settled the Little Colorado Valley in the 1870s. I descend from the Tanners.

The "Call"

In the spring of 1849, Brigham Young responded to the desire of some to search for gold in California. He talked about colonizing the West instead of searching for gold and declared: "We will extend our settlements to the east and West, to the north and to the south, and we will build towns and cities by the hundreds, and thousands of Saints will gather in from the nations of the earth. This will become the great highway of nations" (Brown, James S. Life of a Pioneer, Being the Autobiography of James S. Brown. 1900. 121-22).

He began sending Saints on "missions" to colonize or create settlements in the territory. Many of the early settlements spread out to the north and south from Salt Lake City along what is now the I-15 corridor. They were placed about a day's wagon ride apart. By the 1870s, the Church called upon members to colonize areas farther afield in Arizona, for example. It is the mission to settle the Little Colorado Valley to which these next articles refer. Among the missionaries of 1876 were several teen-aged young men called mostly from the Salt Lake City wards. Daniel H. McAllister was 18 years old when he started from Salt Lake City on February 2, 1876. [Bracketed insertions by George Tanner.]

"We started for Kanab and went as far as the foot of the dugway on our road to Kanab and while going up the Dugway we tipped over."



Tanner, page 21

McAllister's account of the journey is as follows: (spelling and usage not corrected)

February 2: We rolled out at 8 a.m. ox is very lame. p.m. ox better we went 18 miles. camped at Smith's on willow creek, got hey there for nothing. February 3: we rolled out early traveling 17 miles and camped at Gleasons near Pleasant Grove got our supper for us and hay for our cattle for nothing.

February 7: We reach Levan at dusk. Cattle very tired.

February 19: we traveled 13 miles the last half heavy snow.

February 20: We traveled 5 miles, very heavy snow all day, the snow was from 2 to 3 feet deep.

February 22: We traveled 4 miles some men and teams from Panguitch came to help make the roads the snow very deep.

February 23: Bro. H. O. Spencer of Orderville and Bro. Fletcher of Mt. Carmel with a lot of other men and teams came to help us out of the snow.

February 25: We traveled 8 miles to Orderville ... Bro. Spencer told us to make ourselves at home while we staid there.

February 26: I went back to Mount Carmel for help. I got three men to come to help me.

March 3, 1876: we went 26 miles in all that day. The reason we made that big drive was to catch up to Bro. Smith and Allen.

March 5: The 16th Ward boys broke the tongue out of their wagon.

March 7: I with some others went down to Soap Creek Gulch to look at

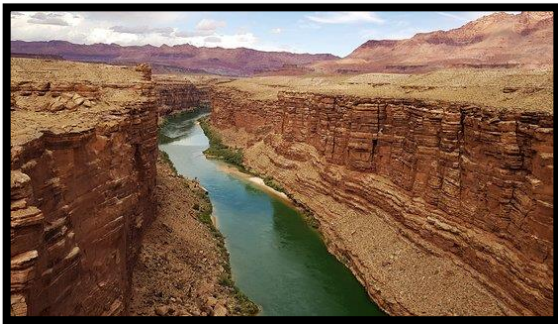


Click this link for news story of Soap Creek climbing fall (he survived!). <https://www.ksl.com/article/43118861/utah-canyoneer-survives-near-100-foot-fall-in-soap-creek-canyon>

the scenery. It was the grandest sight I ever saw.

March 8: I with a lot of others went down to the Colorado to get the first side of the river, but the river was so far down that we could not get down to the water, a lot of the boys tried to shoot into the water with their revolvers, but couldn't do it. [This is marble Canyon about 12 or 15 miles below the bridge.]

March 9: We traveled 8 ½ miles to the ferry [Lee's] when our wagons was ferried over the river the wind blew us upstream and grounded us and we had to pull our wagon off the boat onto the shore by hand. The roads were terrible rough over the mountain. One of the horses give out.



Marvel Canyon, AZ. photo Trip Advisor



March 17: Went about 9 miles to the Little Colorado ... The water in the river was very muddy we filled a 7 gallon kettle to settle over night and in the morning there was only an inch of clear water so we had to make the best of it.

Click this link for a historical review of Lee's Ferry (lots of photos):

<https://www.stgeorgeutah.com/news/archive/2019/12/29/lees-ferry-day-all-about-the-important-pioneer-river-crossing-failed-mining-location-and-river-rafting-hub/#.X20mK2hKis>

March 18: One of Wm. Hardys horses got in the quicksand and got mired, but we got him out all right.

March 23: Nooned at Grand Falls. They were very pretty. Rone Shipman and I night-herded the stock.

March 26: When we drove the stock to water, a lot of them got mired, we had quite a time getting them out.

March 28: We traveled about 5 miles to the ford known as Sunset Crossing, the river was high and we had a hard time to get across.

March 30: We went about 4 miles to the place designed for a settlement [Allen's Camp].

April 1: I have been chopping trees down for house foundations today. This is a hard -looking country. (Journal of Daniel H. McAllister, 1876-

*Lee's Ferry crossing the Colorado. The ascent to the south (right) was brutal.
Photo: Steve Allison*

1887, courtesy of Colonization on the Little Colorado, The Joseph City Region, by George S. Tanner and J. Morris Richards, pp. 24-25; 1977.)



Grand Falls, AZ. photo GCollier.com

I recall my grandmother (Bill Randall) telling me how hard it was to settle the Joseph City, Arizona, area. Those first settlers planned to get water for irrigation by damming the Little Colorado River, which they attempted several times. Each spring, however, the swollen river would burst the dam and destroy most of their planting. He recalled his mother telling him that on one occasion, she traveled to Salt Lake City. When she saw the Lion House and all the other fancy homes, she got really mad. She lived in a small, rustic, adobe cabin in the desert while the leaders of the Church lived in castles. She thought they could afford to share some of the wealth and make life in "the missions" a little more tolerable. Click these links to learn more about some current efforts to place dams on the Little Colorado River:

Current plans to dam the Little Colorado River: <https://pagosadailypost.com/2019/11/19/opinion-a-ludicrous-effort-to-dam-the-little-colorado-river/>

Navaho Nation not pursuing dam proposals: <https://www.knau.org/post/navajo-nation-hasn-t-pursued-little-colorado-river-dam-proposals>

In 1876 Bishop Edward Hunter published a suggested list of supplies and items the "Missionaries for Arizona" should take.

"On May 24, 1876, an event occurred which was responsible for much of the uneasiness connected with the ferry crossing. A party of nine, including President Daniel H. Wells and Bishop Lorenzo W. Roundy, were Arizona-bound on the ferry when it dipped, throwing the whole party into the water. Bishop Roundy, along with much of the equipage, was lost in the river was lost in the river and his body never recovered. This story was repeated almost endlessly. Because of the prominence of the people involved it created a deep impression on the Arizona missionaries."

"A favorite story of the crossings was told by Joseph Fish, who was returning to Arizona from Utah. On October 28, 1879, members of his party crossed the river and pulled their wagon's up Lee's Hill, where they camped. As it would be some distance to the next watering place the next morning, they took their horses back to the river to give them a drink. "But when they went down to the river, they plunged in and swam back to Utah." Warren Johnson, then the ferryman, stopped them and come over with his little boat and picked up the men. Even so, they had trouble getting the horses back to the south side." (Apparently, the horses didn't think much of the Colorado River area in Arizona). (Tanner and Richards, p. 26).

To the Missionaries for Arizona.

With a view of answering the many questions, as to what kind of an outfit is necessary for such an enterprise, I beg to submit the following list for their consideration; it is designed more to assist the memory in regard to many useful and necessary articles, than as a standard for every one to copy after. Each one's judgment must be his own guide.

EDWARD HUNTER, Presiding Bishop.

<p>1 3 1/2 inch Wagon with cover, 2 Yoke of Oxen, Horses or Mules, 1 Plow, Harrow Teeth, or good Scraper, 2 Extra Chains, 2 Axes, 1 Shovel, 1 Spade, 1 Pitchfork, 2 Hoes, 1 Rake, 1 Pick or Crow Bar, 1 Scythe and Snath, 1 Hand Saw, 1 Jack Plane, 1 3/4 Inch Augurs, Bruce and Bits, 1 Hatchet 2 Guns and Ammunition 20lb 8s and 10s Nails, 12 Lights 8x10 Glass, Wash Tub, Wash Board, Bucket, Bread pan, Wash Basin, Milk pans, Milk Strainer, Lantern,</p>	<p>Bake Oven, Camp Kettle, Fry pan, Tin plates, Cups, Knives, Forks, Spoons, Bedding, Blankets, Clothing, Socks, Boots and Shoes, Thread, Needles and Pins, Upper and Sole Leather, Mule & Horse Shoes & Nails, 1 Cow, Beef Steer, Shoe Pegs and Lasts, 600lbs. Flour, 100lbs. Bacon, 30lbs. Dried Apples, 5 Gallons Molasses, 40lbs. Sugar, & other groceries if needed, 10lbs. Butter, 6lbs Rice, 5lbs. Candles, 1lb. Mustard, 1lb. B Pepper, Some Spices, 1/2lb. Ginger, 2lbs. Yeast powder, 4lbs. Carb. Soda, 20lbs. Fine Salt,</p>	<p>20lbs. Soap, 1lb Composition, 12 Boxes Matches, 3 Boxes Pills, 1 Bottle Sweet Oil, 1 " Castor Oil, 1 " Turpentine, 1 " Pain Killer, 1 " Jamaica Ginger, 2 Ounces Indigo, 1 Gallon Alcohol, 40 feet Rope, Whip Saw, Water Barrel, 4 Bushels seed Wheat, 1 " Corn, 2 " Potatoes, Garden Seeds, Carrots, Beets, Turnips, Squash, Cabbage, Onions, Tomatoes, Peas, Beans, Radishes, Etc., Etc.</p>
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THIS OUTFIT IS FOR TWO PERSONS.

Tanner and Richards, pg. 19

Suggested list of supplies for the Arizona colonists, 1876.

Oxen

An interview with Dixon Ford. Dixon told me that there were four basic ways to come west: mules, horses, oxen, and handcarts. "There is no best way to cross the plains and mountains," he said. (June 2020)

Chronicle (Cr): What are Oxen?

Dixon: An ox is a steer that has been trained to work in an oxen team to pull a wagon or do other work like plowing a field. If it is not trained, it's just a steer.

Cr: Are there particular breeds of cattle that made better oxen than others?

Dixon: In 1847, there were only three breeds of cattle.

1. The Devons, a short, sturdy old English breed brought here by the Pilgrims. Good ox for a small farm. The cows give only a moderate amount of milk, and they are not tall or fast enough for pulling on long treks.

Devon Ox



2. Red Durham, now known as shorthorn, was also brought by the pilgrims. They were tall, fast, and strong. They served as a multi-purpose farm animal for dairy, beef, and draft. They were the breed of choice for most farms.

Red Durham



3. The wild Longhorn, brought to America by the early Spanish, was related to the red Durham. It made a very good lead ox team because it was fast, tough, and brave when it came to crossing streams. But it was not as strong as the Red Durham. There are only a few places in North America where these breeds are raised now. I drove my oxen on the Pioneer Trail across the Sweetwater and the Green River. They did just fine.

Longhorn



Cr: In all the pictures I see of ox teams, they have horns. Did these breeds sport horns, and is having horns important when pulling a wagon?

Dixon: These breeds have horns, both the male and female cattle. Having horns is essential because the horns allowed the oxen to back up or slow a wagon down on a hill. When going in reverse or slowing down, the yoke pushes against the horns. When pulling forward, the yoke is against the shoulder.

Cr: How are cattle trained to become oxen?

Dixon: To become an ox, the cattle have to go to school, and they have to pass the test. An ox team has two positions. The ox on the left, where the driver walks beside them, is called the "nigh" ox. He is the leader. The other ox on the right is called the "off" ox. He must be a good follower. Some cattle can be trained, and others cannot. It starts when they are calves. The nigh ox must be intelligent, alert, and teachable. When I walk into a pen with day-old bull calves, the one that looks at me and holds his head high will be the one for training to be the nigh ox. Calves that only look at your feet may be ok for the off ox position. Calves that ignore you are not considered for either.

Cr: If I had an oxen team going West and I was the oxen driver, I had to walk the whole way?

Dixon: That is correct. With horses and mules, you can ride in the wagon the drive them. But with oxen, you have to walk beside them on the nigh side with a stick or whip and guide them.

Cr: Did the drive have to hit them or whip them often?

Dixon: A good driver with a well-trained team used gestures and “Gee” and “Haw” words to guide them. In a rush to go West, most emigrants had no idea how to lead an ox team. And all too often, unscrupulous cattle traders sold them poorly or completely untrained ox teams. The Mormons used oxen extensively, and sometimes there would be wagons running side-by-side five abreast. In that case, if one drover said: “Gee” or “Haw,” the wrong ox team might respond, so they developed a stick touching method to lead their teams. They also trained the oxen to follow the drover’s body position and actions. If I’m the drover and I walk faster, they have to keep up. If I stop, they stop. They have to walk with me, not me with them. In addition, if I hit the ground with my whip, they stop immediately. If I fell down, they stop immediately. I trained the Nigh ox, the closest to me, to follow my commands. The Off ox follows the Nigh ox.

For example, if I say “Haw” or move my whip to the left or if I turn to the left, the Nigh ox will dip its head and pull on the yolk to tell the Off ox to turn left too. At the end of the turn, Nigh ox will put his horns high in the air. That meant that he wanted to know that we were still friends. I would give him a hug. Drovers and well-trained oxen have a special relationship. They care about how I feel, and I care about them.



*Dixon Ford leading his ox team. Notice that the oxen feet are in lockstep with Dixon Ford.
Photo provided by Dixon Ford.*

Cr: Let's pretend that it's 1847, and I am taking my family west with a wagon train. How do I decide between using mules, horses, or an ox team?

Dixon: It's all about money. In 1847 a mule team cost \$135, and the harnesses cost another \$150. Mules were used about 25% of the time by very wealthy pioneers. Freight companies used mules exclusively because mules were faster, and their way stations were usually spaced within the daily range of a mule team. Johnston's Army used mule teams. They are very tough and hardy like their burro fathers and big, strong, and good-natured like their mothers, the horse. They can eat much rougher vegetation than a horse.

A horse team cost \$100. The tack cost \$150. Horses are the most versatile draft animals. They can be driven from the wagon seat. You can ride them to herd cattle and hunt deer or buffalo. It can pull a surrey to town in style. They can travel faster than an ox team. But horses had serious drawbacks too. They cannot eat the rougher forage found on the prairie all summer long after the new grass has been eaten by other wagon companies' animals, buffalo, elk, deer, antelope, and rabbits. Horses will not withstand the stress and hardship and the long haul as well as mules or oxen. Sweating in hot summer cools their body, but this requires regular and large amounts of water.

Oxen were the choice of about 70% of the western pioneer. A team cost \$25, and the yolk cost \$20, and most drovers made the yolk as needed from locally found woods like red maple or cottonwood. Oxen can eat the new tops of black sage (which has as much protein as alfalfa), willows that grew along the banks of the rivers, weeds, and other rough forage as the other ruminants, bison, elk, deer, and antelope did. In times of hardship, oxen can be eaten. If driven properly and allowed to rest as needed in hot weather, oxen did not suffer from hot weather traveling. As they went on, oxen got stronger while the horse and mule got weaker. My Ford and Allred family branches used both horses and oxen to come West with the Mormons.

Handcarts Companies and Oxen (Interview 2 with Dixon Ford)

Cr: Dixon, you mentioned to me that the Willie Handcart Company had some troubles with their oxen. I thought that handcart companies didn't have oxen.

Dixon: That's a common misunderstanding. The idea that the handcart people carried all that they had in their carts is not true. They carried what they needed for that day in their carts. Most of their food and tools were in wagons pulled by oxen. Some handcart companies had as many as 20 teams of oxen carrying their goods. The main reason the Willie Handcart company had such problems was that Captain Willie did not have pioneering skills. He didn't know much about ox teams. Once they got out on the plains where the buffalo herds roamed, they got in real trouble. Willie didn't tell them to secure their oxen and not let them loose around buffalo. Sure enough, one time, the buffalo ran through the camp, and the oxen followed them and ran away. With no oxen left, Willie had to redistribute all their food into the handcarts. To make room, he had them leave the winter coats and heavy blankets behind.

Cr: So that is why they threw away their blankets and winter coats?

Dixon: That is exactly right. You have to read their diaries to find that out. It's not common knowledge. After the buffalo stampeded their oxen, the Willie Company had no support wagons. They were in a tough situation.

Cr: How did the handcarts do with the added weight?

Dixon: I've built handcarts, they are up at the American West Heritage Center in Logan, Utah. Handcarts were designed only to carry a certain amount of weight. Over that weight limit, they simply would not stand up to the rigors of the trail. In addition to losing their wagons, the Willie Company had numerous hand carts that fell apart along the way and couldn't be repaired.



Buffalo Stampede. Denver Public Library Digital Collection.



Dixon to Thor: Good Job!



Paul Walker signaling 'haw' to Thor. Thor signals to Zeus to turn.

Echo Canyon Tour Report



We started at the Upper Weber River Crossing.

wagon wheel.

On Saturday, June 27, 2020, Crossroads sponsored a tour of pioneer trails and the history of Echo Canyon, Utah. Thirty-five people attended. Our tour guide, Connie Bauer, was interesting and fun to listen to. We met at the Henefer, Utah, and drove to Henefer Pioneer Park. It is laid out in the shape of a



Old Presbyterian Church in Echo.

One of the highlights was visiting the old Presbyterian Church in the town of Echo. The docent, Kim Bloss, who lives a few doors down, was terrific. The church basement has a room set up like a pioneer-era schoolroom and has a collection of old photos.

To learn more about the fascinating history of the Echo Presbyterian Church, check out this link to the National Park Service, National Register of Historic Places application to place the Church on the register of National Historical Buildings. It contains interesting details about this beautiful building and its history.

https://npgallery.nps.gov/NRHP/GetAsset/NRHP/88003000_text



Famous Photo Location Identified

The basement of the Echo Presbyterian Church houses a museum of the town of Echo. On the wall is the photo on the left. I have seen that photo in many historical publications but do not recall ever seeing the location of the image listed. The docent told me that it was a cabin built in Echo. Its approximate location today would be in the middle of the I-84 freeway.



We took the frontage road up Echo Canyon eastward from the old Church.

We went in the opposite direction of the pioneers and stopped at various sites. Patrick Hearty and Joe Hatch gave us valuable reports on the Pony Express.

After a brief stop at Castle Rock, we took I-80 west to the Echo Canyon Welcome Center Rest Area, where Dixon Ford gave a fascinating report about oxen. (Learn more: This Chronicle edition has two articles with Dixon Ford interviews**). Steve Allison gave a report on the "Utah War." From the rest stop, we traveled to The Historic Coalville Ledge marker. Our tour ended at the Summit County Courthouse in Coalville. It was a hot day, and many of our guests went to the Polar King Drive-In for some cool refreshments.

According to pioneer myth, Echo Canyon got its name from Jim Bridger, who claimed that when he laid down to sleep at night on the canyon floor, he would call out "Wake Up Jim!" By the time the echo of his voice got back to him, it would be the next morning. The end of Echo Canyon Report.



Echo Canyon Panorama photo by RegenAxe

Weber River Crossing to First Encampment Tour Report



Most of our tour group near Mormon Flat fortifications.



Hiking on the original trail at Mormon Flat.

On Saturday, August 22, Connie Bauer led us on a tour from the upper Weber River Crossing west to the First Encampment park in Salt Lake City. 32 people were on this tour. We followed the Donner (1846) and Mormon Pioneer (1847) Companies trail all the way through East Canyon, to Mormon Flat, up and over Big Mountain and down to Camp Grant. From there we used I-80 and city streets to meet at Donner Hill.

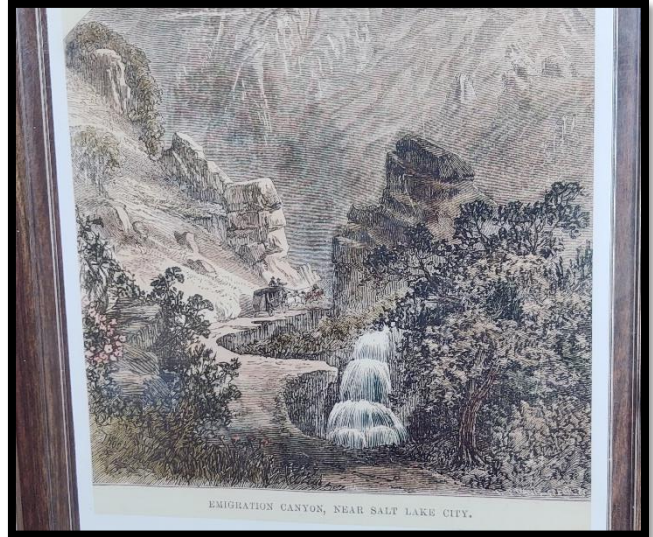
We had a great report on Emigration Canyon there by Jeff Carlstrom. He wrote a book on the history of Emigration Canyon and helped us understand why the Donner Party ascended the hill instead of going through the gap at the end of the canyon. There used to be rock faces on both sides that were so tight that prevented their wagons from safely passing through. That would have been especially true for James Reed's "Palace Wagon."

Jeff Carlstrom gave a fascinating report about Emigration Canyon.

Drawing of Emigration Canyon entrance looking east.



From Donner Hill we traveled to First Encampment Park, a small street corner park where the advanced Mormon Pioneer Company men camped their first day July 1847 in the Salt Lake Valley. After checking out a few pioneer-era houses nearby, the tour ended. End of Weber Crossing to First Encampment Tour report.



Names of the Mormon Pioneers who entered the Salt Lake Valley first are inscribed on rock in First Encampment Park.



View from Big Mountain. The Donner-Reed party could see the Salt Flats from here and thought that after going through so many tough mountains, it would be good to have flat ground to travel.

Moving the Jedidiah Smith Marker

In 1850 there were 152 people living in Tooele County, Utah. Today 74,885 people call it home, and the population is still growing. In 2017 Tooele County had the 7th fastest population growth rate in the nation, according to the U.S. Census Bureau*. Many people in Tooele commute to the Salt Lake Area for employment and the four lanes of I-80 get severely congested during the work commute. The Utah Department of Transportation (UDOT) announced a project to add an exit only auxiliary lane from SR 201 to S.R. 36 to "... reduce traffic from state Route 201 and state Route 36 in eastern Tooele and western Salt Lake counties." The project will cost \$6 million**.

Three historical markers were located along that stretch of I-80. The Daughters of Utah Pioneers placed two of the markers. One in 1949 and another in 1954. The Utah Crossroads Chapter of OCTA set the Jedediah Smith marker JSTU-1 in 2017. On a scorching May 25, 2020, Jesse Petersen, Vic Heath, Steven Allison, and Elann Allison removed the T-Marker and carried it away. I hope you enjoy the photos and this video, which shows just how tough these T-Markers can be.

<https://www.screencast.com/t/zoS9rXfGuNvC>

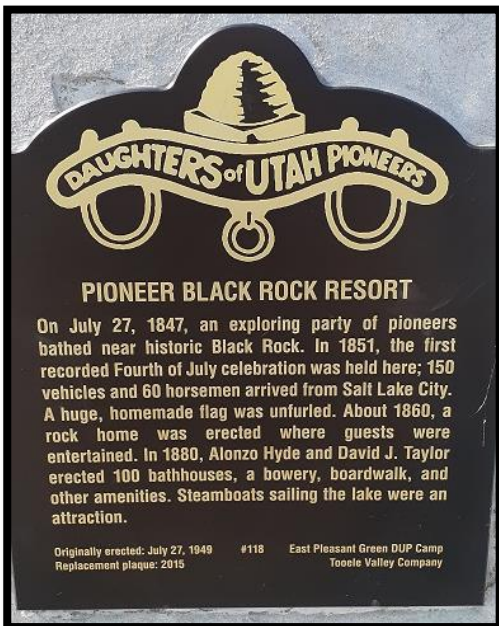
The T-Marker was relocated on a spot 3.8 miles east from where it was on a spot of ground where SR 202 crosses over I-80 on the way to Salt Aire.



Jedediah Smith Trail Marker Quote:

"Coming to the point of the ridge [Timpie Point] ... I saw an expanse of water Extending far to the North and East. ... The Salt Lake a joyful sight was spread before us. ... I had traveled so much in the vicinity of the Salt Lake that it had become my home of the wilderness. After coming in view of the lake I traveled East [and] found a spring of fresh water and encamped."

Jedediah Smith, June 27, 1827

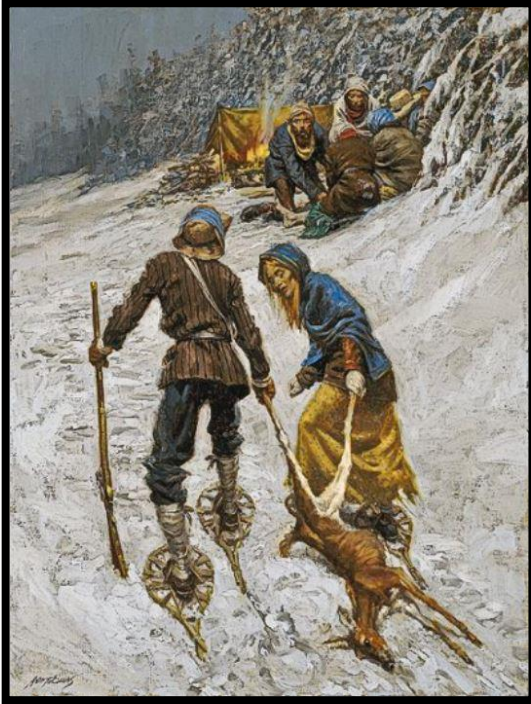


Daughters of Utah Pioneers No. 115 Erected 1954

Garfield & Lake Point Resorts

From 1881 to 1893 Garfield Beach was the most famous and finest recreation resort on the shores of Great Salt Lake. With its railroad station, lunch stand, restaurant, bath houses, and pier leading to the dance pavilion, and with the pioneer steamboat "City of Corrine" exhibited at anchor. Lake Point was located 1.5 miles west. A three story hotel erected there by Dr. Jeter Clinton became a stopping place for overland stages. The boulder used for this shaft was taken from "Old Buffalo Ranch", one half mile west. Tooele County





Announcement: The Forelorn Hope Journey to be Replicated

Beginning December 16, 2020, four intrepid explorers will replicate the journey of the Donner Party’s attempt to cross the Sierra Nevada Mountains. Bob Crowley, who heads up the group, told me:

“To honor the Forlorn Hope, a never before attempted 100-mile winter crossing on foot across the Sierra Nevada mountains from Donner Lake to Johnson’s Ranch, California, will retrace their route.

To the best of our ability, our goal is to provide a historically accurate map of the Forlorn Hope journey and explore the multidimensional persona of each member; their history, character and motivations.

We will consider the human survival instinct and reflect upon the fateful 48 hours in which the Forlorn Hope crossed the thin veil of civility.”

They will begin their journey from Donner Park California, on the 174 anniversary of the original Forelorn Hope journey.

The attachment that came with this Crossroads Chronicle offers more details about their upcoming winter adventure.

Barbara Belle (Manwaring) Tea 1931 - 2020

Barbara Belle Manwaring Tea passed away on September 11, 2020 at the age of 88. She was born in Portland, Oregon on December 9, 1931 to Isabelle Olive Stallings and Harold Stanley Manwaring and she was the youngest of two Daughters. She married her eternal sweet heart, Roy David Tea on August 22, 1952 in the Salt Lake Temple. She was a devoted mother to four children.

She was preceded in death by her parents, sister, husband, and several nieces and nephews. She is survived by her children Tamara Tea Elsberry, Ray (Nancy) Tea, Darin (Ana) Tea, Tiffani Tea (Chris) Adamson, 20 grandchildren, 20 great grandchildren and many nieces and nephews.

Barbara actively supported Roy Tea in all his trail adventures and enjoyed having OCTA members visit their home and talk about the trails. After he passed, she donated his extensive trails research files to Crossroads. His files are now in the hands of the Utah State Archives and will bless generations of trails enthusiasts to come.



For comments, suggests, or to get your family emigrant story in the Chronicle, contact Steve Allison sallison9999@gmail.com