



# CROSSROADS UTAH CHAPTER

OREGON-CALIFORNIA TRAILS ASSOCIATION

Summer

# THE CHRONICLE

2023



Maggie Creek Ranch, Near Elko, NV  
On location of Preserving Gravelly Ford  
Photo: Steve Allison

<https://www.utahcrossroadsocta.org>

Photo: Filming Pioneers at Maggie Creek Ranch, Elko, Nevada.  
The **Hastings Cutoff** joined the California Trail here. The trail came through South Fork Canyon in the background.

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Editor: Steve Allison

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# CROSSROADS PRESIDENT'S MESSAGE

## Matt Ivory

**Greetings** to my fellow Crossroads Chapter members! I feel it an honor and privilege to serve as the Chapter President for this wonderful organization as I have quite a storied history with OCTA and our local chapter.

My journey with OCTA and the Crossroads Chapter began in the spring of 1989 when my grandfather, George Ivory, joined OCTA and signed me up as a student member. He wanted to instill in me a love of Western Americana and a deep appreciation for my ancestors who crossed this vast continent.



When my father informed his parents that they were going to have a child, my grandfather gave them two specific instructions. One, that the child be a boy (not sure how he had any power over that one), and two, that they name me Matthew after my 3<sup>rd</sup> great grandfather, Mathew Ivory, who came with Brigham Young and the vanguard company of Mormon pioneers in 1847. Ever since I was a small child my grandfather would tell me stories of my ancestors.

Our first Crossroads fieldtrip was a bus tour from Fort Bridger to Salt Lake City along the Mormon Trail in May 1989. The highlight of that trip for me and my grandfather was visiting Cache Cave where we found what we believed was my ancestor's name carved inside the cave. From that day forward, I have been on more trail fieldtrips and attended more OCTA national conventions than I can even count, many with my grandfather. Sadly, my grandfather passed away in April 2021, but I am continuing to honor his legacy and love of the trails. In fact, I even have his personalized license plate on my Toyota 4Runner which reads "RUT NUT." Every time I look at the license plate I think of my grandfather and his love of the trails and getting to see trail ruts on his many adventures.



I'm excited to share with you my knowledge of the trails and my enthusiasm for history. I want to get out on the trails and identify sections that need marking, mapping and preservation work. I want to work on projects to improve our existing signage and interpretative panels at various sites. I want to continue with the T-Rail markers on other sections of trail here in Utah and surrounding areas. But I can't do it alone! I need the help and strength from our chapter members to accomplish these goals. I need your ideas on trails projects, chapter activities, and preservation work. Together we can accomplish so much.

Please feel free to reach out to me anytime on trail projects, activities, ideas, or ways to improve our organization. I may also call on you for leadership assistance, trail projects or idea. You can reach me at 801-232-7064 or email me at [mivory@progexion.com](mailto:mivory@progexion.com). I look forward to serving you and hearing from you.

*Matt Ivory (left blue T-shirt) examines Native American petroglyphs in Tooele Valley. Oscar Olsen, who has considerable expertise about Native American Art, guided this part of the tour on June 10th. Laura Anderson is pictured over Matt's shoulder.*



**Crossroads Officers:**

**Matt Ivory**     **President**  
**Connie Bauer**   **Vice President**  
**Drew Wanosik**   **Treasurer / Membership**  
**Steve Allison**   **Preservation Officer,**  
                           **Chronicle Editor**  
**Ciara Galbraith**   **Western Regional Rep.**



*Terry Welch teaching about Hastings Cutoff by Floating Island.*

**Up Coming Events:**

**Bar-b-que with Mormon Battalion Association ... TBA**

**Tour to Hole-In-The-Rock near Escalante, Utah... Oct. 6-8**

**Salt City Cemetery Tour ... Spring 2024**

## INTRODUCING OUR NEW OCTA WESTERN REGIONAL REPRESENTATIVE

**Ciara Galbraith**

**Ciara Galbraith** is the new Western Regional Representative and spends her time assisting with projects and events throughout OCTA, particularly in the Crossroads Chapter. She recently graduated from Brigham Young University with a Bachelor of Arts in History, and a focus in Family History/Genealogy and U.S. History. She is passionate about pioneer interactions with Native Americans during the 1800s and aspires to pursue a graduate degree in the coming years. She is 25 and grew up in Decatur, Illinois and Sandy, Utah. Her third great-grandfather, Daniel D. McArthur, led the second handcart company of Mormon pioneers across the Plains, and she carries on the family legacy as a member of The Church of Jesus Christ of Latter-day Saints. She loves to travel and rock climb, which have been temporarily put on hold as she and her husband welcomed a baby girl in late July.

### **Crossroads at the North America Carriage Showcase** by Steve Allison

**Eli Anderson** hosted the North America Carriage Showcase at his Tremonton, Utah Farm. The City of Tremonton opened its arms to embrace this wonderful event attended by 100s of folks. Crossroads' Terry Welch and Steve Allison gave presentations about the 1841 Bidwell-Bartleson Company and helped out at the showcase. The Showcase was from April 28-30. *At right: Roy Roger's daughter presenting at the County Fair Grounds.*





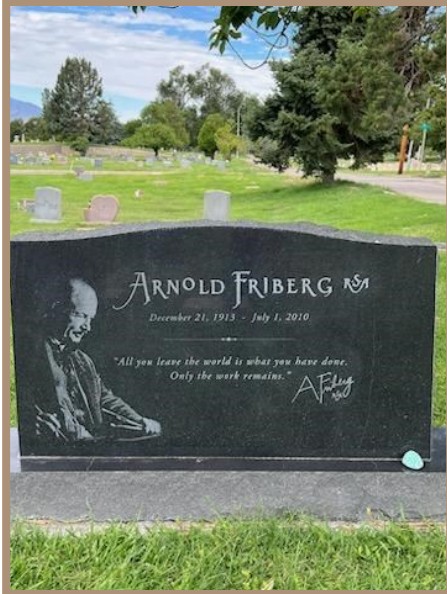


# TOUR REPORTS

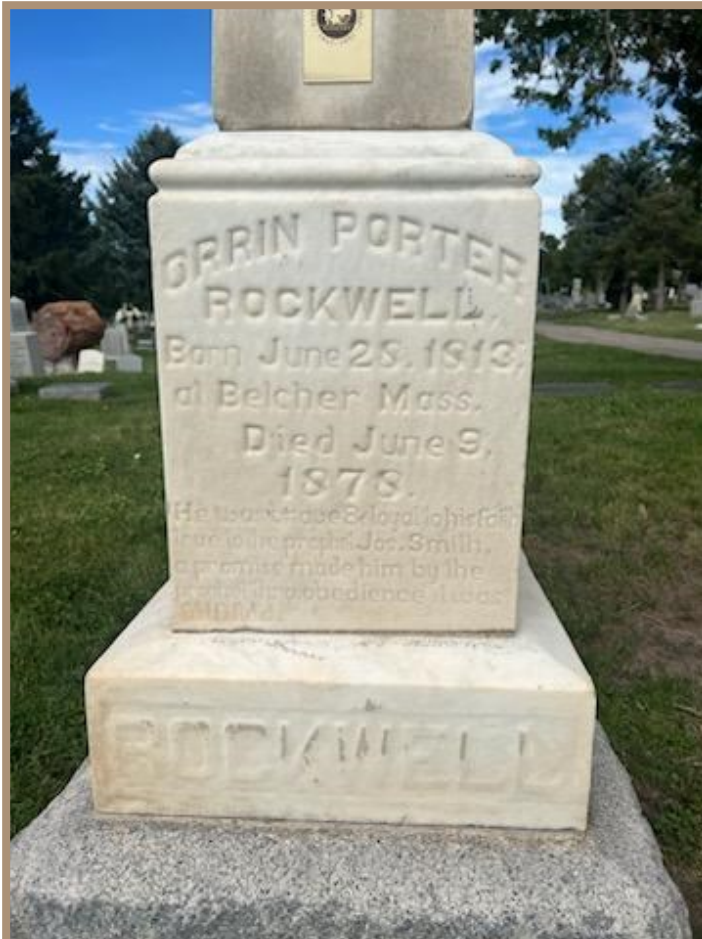
BY STEVE ALLISON

## Salt Lake City Cemetery, August 12, 2023

Matt Ivory led a tour of City Cemetery. Here are some notable headstones they encountered.



**Arnold Friberg** (December 21, 1913 – July 1, 2010) was an American illustrator and painter noted for his religious and patriotic works.



**Orrin Porter Rockwell** (June 28, 1813 or June 25, 1815 – June 9, 1878) was a figure of the Wild West period of American history. A lawman in the Utah Territory, he was nicknamed Old Port and The Destroying Angel of Mormondom.





## TOUR REPORTS

### Crossroads Tour of Tooele County, June 10, 2023

Our first stop was Dead Man's Cave, near the Kennecott refinery. We then went to the Jedediah Smith monument near Salt Aire, Black Rock, Emigrant Trails Park, Native American Rock Art (BLM Land), Bates Fort, the Donner-Reed Museum in Grantsville and Tempie Point where there are rust marks from wagons on the rocks.



*Laura Anderson describing early settlements near the Great Salt Lake.*



*Oscar Olson leading us up a trail with Native American Art carved on various rocks.*

*Native American Art in this area dates back to Pre-Freemont groups. It is believed these images represent various geometric shapes.*







# TOUR REPORTS

## Bates Fort, 1852

“Original site of Erda’s settlement, (Tule Spring, 70 yards west of here)

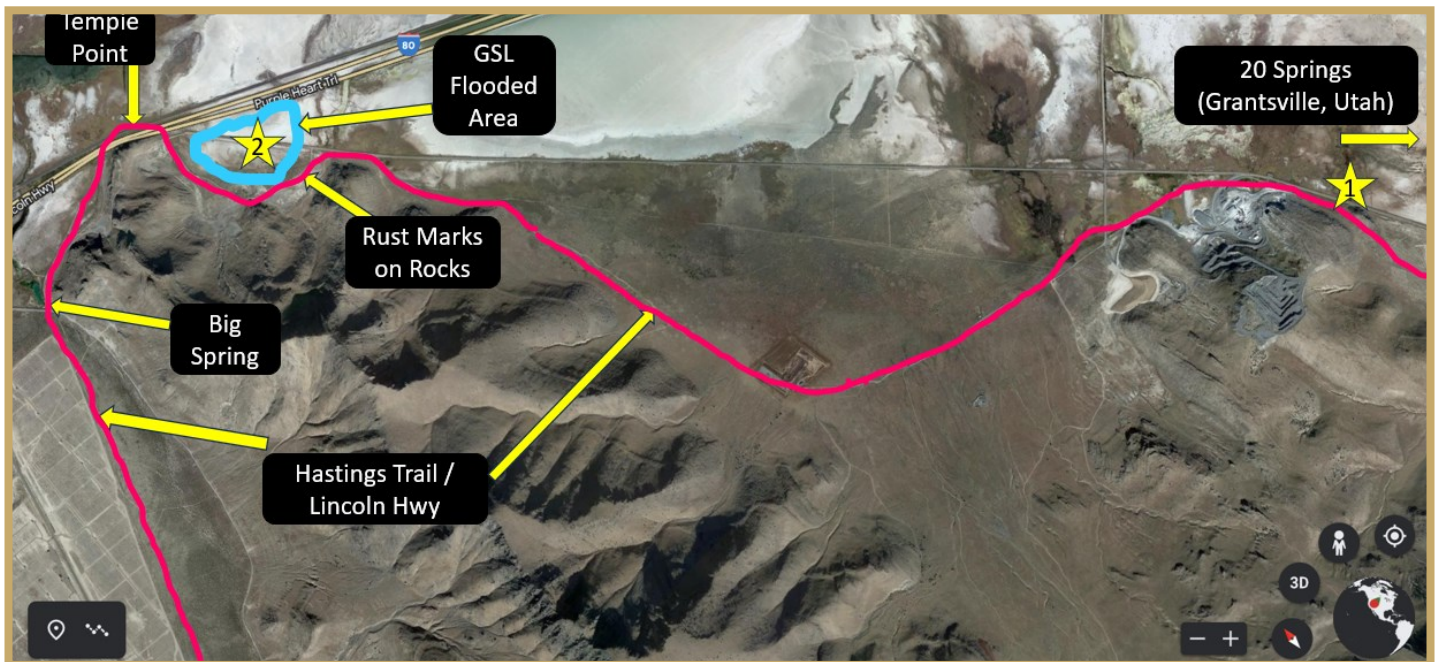
Successively named Bates, Bates Ranch, Batesville. Name of Erda ran dually with the name of Batesville, 1880-1930

Settlement namesake:

Ormus Ephraim Bates family (pop. 16)”



We drove to Tempie Valley, northwest of Grantsville, where the Donner Party and many others traveled on the Hastings Trail (red line on map below). There are trail signs (ruts, swales, and rust on rocks) all along the way, except just before where the trail climbs over Tempie Point. *See Star 2, GSL Flooded Area.* The heavy rains this year showed where the trail must have been: against the hill side. The year 1846 had a moderate to high rain fall too. It would have been impossible for the 1846 wagon companies to go any other way.



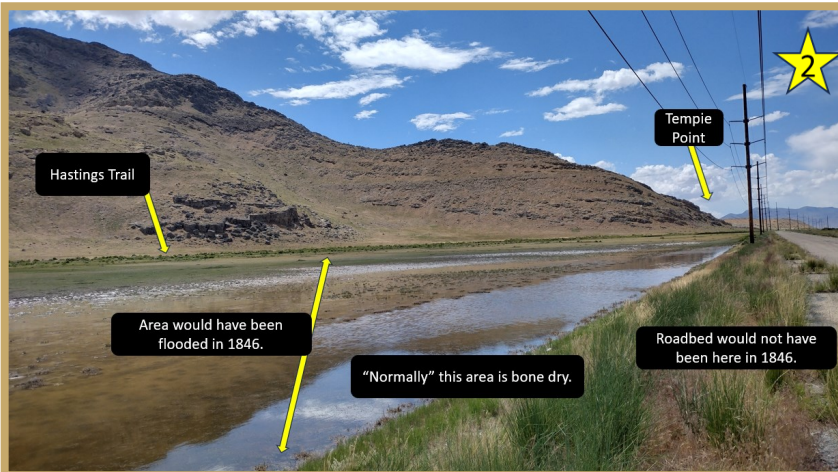
Trail swales in this area make the Hastings Trail easy to locate. Thanks to the OCTA folks who studied this area years ago and placed Carsonite markers, which can be seen from the road.

We’re keeping an eye on this area for future mining projects and other developments. The Lincoln Highway was built on the Hastings Cutoff through this area.





# TOUR REPORTS



It seems clear that the continual ebb and flow of the Great Salt Lake over the last 150 years has eroded all trail sign on this section of the trail. I have been here many times and not seen any flooding in before. Seeing the salt water there now, makes it easy to imagine which way the Hastings Trail went.

## First Encampment Visit

While giving a tour of the Hastings Cut-off for Ciara Galbraith, our new Western Regional Representative, we found Matt Ivorie's 3rd Great-Grandfather's name carved into the monument. Ivory travelled with Brigham Young and arrived in the Salt Lake Valley two days before him and camped at this spot, on the corner of 1700 South and 5th East, Salt Lake City, First Encampment Park.



## Central Overland Route Tour

On October 15, 2022, we met at Camp Floyd and traveled west to Ibapah, Utah following the Central Overland Route. Jess Peterson led the tour until we got to Ibapah, where Ron Bateman took over. We stopped at Pony Express stations along the way and ate lunch at Fish Springs. Some diarists recalled finding the bodies of deceased natives in the spring. It is believed the spring was used as a burial ground.



*Park Manager Clay Shelley started our tour with a presentation about the founding and use of Camp Floyd.*

The United States Army, Mormon Pioneers, Stagecoach Travelers, and the Pony Express met at Camp Floyd and the town of Fairfield. The Army arrived in 1858 and constructed Camp Floyd to suppress a supposed Mormon rebellion. The Army remained here for three years before being recalled for the Civil War. Today, Camp Floyd State Park features three structures and a cemetery. Visit the museum and Stagecoach Inn and learn about this nationally important historic site.

Check out this Camp Floyd video: <https://youtu.be/e-AGXzJwZNA>





# TOUR REPORTS



Imagine being a stagecoach passenger along this route in the 1860's. The road was no where near as nice as this one but most certainly just as dusty.

*There is a certain relief in change, even though it be from bad to worse; as I have found traveling in a stagecoach, that it is often a comfort to shift one's position and be bruised in a new place.....Washington Irving*

*The gravel road was super dusty and at one point one vehicle ran into the back of another vehicle. Fortunately, no one was seriously hurt.*

*Remnants of a Pony Express Station along the route past Fish Springs. Howard Egan got the contract to build the stagecoach stations, many of which were used as Pony Express Stations too.*



## A Rare Treat: Howard Egan's Deep Creek Ranch

Jess Peterson has searched for years for the location of the Deep Creek Station, operated by Howard Egan and his family. Ron Bateman got permission from the land owner for us to access the site of the Deep Creek Station. Only one original building still stands. It was the telegraph shed. We could only guess at the exact spot for the station, but we were within a few yards of it.



*From left: Beverly Bateman, Ron Bateman, and Jess Peterson discuss possible locations of the Deep Creek Station.*





## TOUR REPORTS

### Bluff Fort, Utah by Steve Allison

**My wife** Penny and I and my brother and sister-in-law took our RVs to Bluff, UT this past Spring. I'd not been there before. Our OCTA friend Ron Bateman (Central Overland Tour Co-Director and Ibapah Historian), is now the Fort Bluff Visitor's Center Director. Bluff Fort is amazing and should be on every traveler's list of places to visit when anywhere near Monument Valley, AZ. The Fort has been restored to its 1880s glory. Each cabin has a recorded narration from the journals of those original pioneers. Every Friday night they host a music concert featuring local area talent. Their bakery is wonderful; everything is homemade.

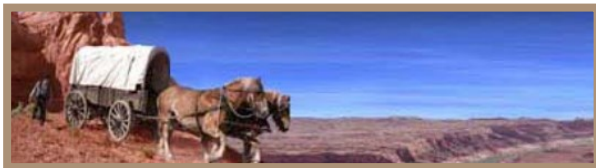
We also stopped at the Blanding Dinosaur Museum and the Frontier Museum in Monticello. Both are outstanding. Of course we went to Monument Valley and The Valley of the Gods State Park.



*Dino the dinosaur at the Blanding Dinosaur Museum. Dino kept a close eye on us.*



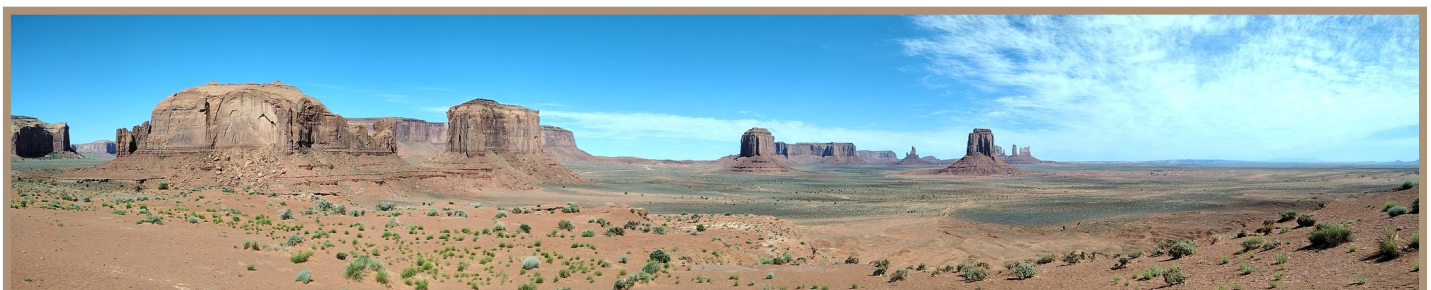
*Bluff Fort is free and open to visitors year-round.*



Within the Visitor's Center are audio-visual displays, a fully loaded covered wagon, photos of early residents, and a gift shop. Upstairs you will find quilts, works by local artists, and a dance floor. Bluff Fort is comprised of family-sponsored cabins representative of those built before 1895. The oldest anglo-built structure in San Juan County still stands within Bluff Fort! Step inside a genuine Navajo hogan and discover that lifestyle. Visit the blacksmith shop, and climb aboard a covered wagon, or pull an authentic pioneer handcart. Website: [hirf.org/center.html](http://hirf.org/center.html)



Monument Valley did not disappoint. Recent rainfall had greened up the area with various colors of sage, wild grass, and yellow, purple, and blue wildflowers.







# CONVENTION REPORT

**Gering, Nebraska , July 25-29, 2023** by Steve Allison

**It's been** well over 20 years since I visited Gering, Nebraska when I was tracing the Mormon Pioneer Trail with some fellow high school teachers. Gering hasn't changed much except the museum is much better and there is a new Convention Center. I attended the Board Meeting, General Members meeting and each of the speaker presentations. I went on several tours with Jerry Eichhorst leading the way. Travis Boley and the convention committee did an outstanding job on this convention. The Convention Center staff were amazing. The facilities were great.



*Room for speaker presentations and General Membership Meeting, and numerous fine dinners.*



*Courthouse Rock: (L > R) Kevin Marcus (Knowledge Tree Films) Jerry Eichhorst (Idaho) David Gibbs, Paul Dinwiddie, Travis Boley, Matt Ivory, Ray Wicks, Colby Crabtree.*



*Rebecca Winter grave. When I was there 20 years ago, the train track ran right by the grave. When the R/R improved the track, it was moved further south on a higher bed. A section of the old track was left in place so as to not disturb the grave site if it was removed. Rebecca's grave is one of the few graves identifiable today because a wagon wheel flat steel tire was*



*OCTA President, Steve Allison (at right) presents an Award of Appreciation to John Briggs, Past President. John has set a great example for Steve to follow in helping OCTA to achieve its goals. Photo: Roger Blair*

**The Convention Presentations will be posted on OTCA's YouTube Channel on these dates:**

Subject - Title	Interpreter	Publish Target Date
Gering Conf Bikepacking	Alumbaugh	9/12/2023
Gering Conf WH Jackson	Bob Blair	9/19/2023
NE Wy Monument	Kylie McCormick	9/26/2023
Nebraska City Cutoff	Eric Wadsworth	10/3/2023
Gering Conf Black Emigrants	Angela Bates	10/10/2023
North Platte river Valley	Justin Cawiezel	10/17/2023
Gering Conf Maps	Brian Croft	10/24/2023
Gering Conf Native Americans	Broc Anderson	10/31/2023
Gering Conf Fletcher Captivity	Jeff Broome	11/7/2023
ETHOF	Camille Bradford	11/14/2023
French in Nebraska	Francois Marie-Patorni	11/21/2023



# A BROKEN LEG AND A BABY

Featured Pioneer Story by Judith A. Roy

Judith A. Roy is the great-great daughter of Arthur Shearer and his wife, Elizabeth Hooker. Arthur Shearer's journal details his marriage to Elizabeth Hooker and their travels west to California. Judith transcribed Shearer's journal and tells the following story based on her transcription work.



**On April 25, 1819**, Elizabeth Hooker was born in Lancaster, Ohio, to Richard Hooker and Nancy Tallman. I imagine, like all babies, she was beautiful, ugly, squally, sweet, etc. I don't know much about her life growing up. It is said that she came from a first family in Virginia. That can be rumor, gossip, I don't know.

She married Arthur Shearer on February 14, 1831, at Holliday's Cove, Virginia, which is now a neighborhood of Weirton, West Virginia. Before she was 13, she gave birth to her first son who was stillborn. Her second child, Richard Hooker Shearer, was born four years later and lived to be 81. He made the trek to California in very good health and became a carpenter, printer, and an owner of a couple of newspapers. His brothers learned telegraphy and most knew the printing business. They worked for the railroad industry at one time or another as telegraphers, station masters, or train engineers. Some worked as printers or newspaper reporters and a couple of them owned newspapers at some point in their lives. Several passed these skills down to their sons and daughters. One son, Arthur Benton Shearer married the first female telegrapher in Placerville, CA.

On May 3, 1849, the Hannibal Journal published a list of citizens who were going to California. 65 male names are listed with several bringing their families.

"Arthur Shearer and Family" were listed among those who went west. The Shearer family consisted of Arthur-39; wife Elizabeth-32; sons Richard-13. George-11. Edwin-9, Arthur Benton-5, and Arthur's brother Robert-41.

**About that date everyone set off for St. Joseph, Missouri, at their own pace and scattered along the way to St. Joseph. Several pioneers had plans to write to the Hannibal Journal along the way and there is a letter from someone called "Rover," who wrote to the Hannibal Journal on May 16, 1849 and I quote the letter.**

"Correspondence of the Hannibal Journal. CALIFORNIA TRACE, May 16, 1849

FRIEND BUCHANAN (the Editor): -- I embrace a moment of time to write you a few lines. I am encamped six miles from St. Joseph, and am in fine health. I made this place in little over two weeks from Hanibal. We had very bad roads from your city to Huntsville. Advise emigrants to take the Paris route. We passed the Messrs. Shearer and Granger, with their families, at Otter Creeks, in Macon county, waiting for the water to fall, as it was not fordable with their teams. —When we crossed at St. Joseph, there was a large crowd to follow us. I was informed by the gentlemanly Editor of the "St. Joseph Adventure," that there has crossed at that place and the ferries above over four thousand teams, averaging four persons and eight mules or horses to the team. The grass on the plains is unusually good for the time of year. There are at this time emigrants nearly four hundred miles out. The trace is strewed with provisions and clothing that has been thrown away by teams that were overloaded. One man who had gone out with a load of grain to feed, has just passed us with a load of provisions and clothing that he picked up, worth at least seventy dollars. The weather is fine, and all look cheerful and determined. I will write the next favorable opportunity in haste, Rover."



# A BROKEN LEG AND A BABY continued

**Arthur Shearer** and his family joined a wagon train at St. Joseph, Missouri. I am sure that Elizabeth had her hand's full with four boys and being pregnant, plus the constant threat of cholera that had broken out near St. Joseph and was a continuing threat from there through Fort Laramie. At least her oldest boys were of the age to help with the daily chores and even little Arthur, who would be six on July 16, could help in finding firewood and doing other things around camp. One of the family legends has it that their father was able to find water and grazing for their animals when others couldn't. So, he must have been out and about away from camp a lot during the day. Their two wagons were pulled by oxen teams. They took an organ from Hannibal, Missouri all the way to California.



*Hannibal, MO*

They passed Fort Casper, Wyoming and crossed the North Platte River. About 20 miles southwest of Casper, Elizabeth fell, breaking her leg. The family legend says she fell out of one of the wagons and was run over by a wagon behind her. (This is nearly impossible because the oxen behind would have stopped the wagon before she could have been run over).



*Willow Spring, WY*

The train stopped a few miles farther at Willow Springs, a place with several springs and good grazing. Her leg was set on July 15, 1849. The next day, July 16, 1849, she gave birth to a sixth son (her seventh child) who they named Willow Springs. The labor may have been brought on by all the stress of the broken leg. The train stayed there for several days to recuperate. The springs are located about half way between the North Platt River and Independence Rock. Later it would become a Pony Express Station.

From there the majority headed to Salt Lake City. Other took the Sublette Cutoff and continued on the Oregon-California Trail to Oregon. The family legend has it that they hung a hammock along the outside of the wagon where she hung for the whole trip to Salt Lake City. Can you imagine someone being flung against the side of the wagon all that way? (I think that they made a hammock for her inside one of the wagons).

They stayed in Salt Lake City for two weeks and then headed south to Lehi, near the Point of the Mountain where there was grazing for their stock and water. They remained there until September that year. By that time her leg healed, and she was able to walk well. It was too late in the season to go north or due west on the established trails because storms would have closed the trails over the Sierra Nevada Mountains by the time they arrived. They prepared to leave on the Southern Route for Los Angeles. She walked to Chino, California.

The wagon train to Los Angeles consisted of 23 wagons. Arthur didn't want to pay the \$10 that was being charged for the larger wagon train that was being led by Jefferson Hunt and backed by Brigham Young. This small train had people from all over such as the Gruwell's from Missouri and Mr. Derr. These two names became well known because they moved faster than Arthur Shearer and some of the others in the wagon train. The name of the wagon train changed from "The Independent Pioneer Party" to the "Gruwell-Derr Party." They were led by a Mexican packer who had traveled the trail once.

*Chino, CA circa 1850*





# A BROKEN LEG AND A BABY continued

**Elizabeth stayed for almost a year** in Chino while her husband went on to San Jose, California, and found a place to live for her and their family. By 1851, she was living in San Jose, California with her family. Elizabeth had three more children, Benjamin, Mary, and Charles. Mary died when she was 11. Elizabeth had 10 children and the 7 who survived were boys. She and her husband, Arthur Shearer, divorced in about 1865 because of differences of opinion about the Civil War. He moved to Visalia, California. They split up the two boys still at home and sent the youngest to live with one of his older brothers. She took the next youngest with her. She lived with some of her children in Sacramento, Yuba City, and other places and kept-house for people. Her ex-husband remarried and was the editor of the Visalia Times. He died in 1871 of Tuberculosis. She lived until around 1908 when her heart gave out. She was living with Willow Springs and his wife at the time. She is buried in Yuba City, California.

The story about Elizabeth breaking her leg is a family legend and I don't have any sources but word of mouth. One of my cousins swears on a Bible that Elizabeth told his grandmother the story and his grandmother told his father, but who knows what is true? Over time, I think the story was exaggerated. I am 80% sure she fell in some manner a broke her leg and then gave birth to Willow Springs Shearer. She was pregnant before they left Hannibal, Missouri, and his birthdate is July 16, 1849, and his name is Willow Springs on his marriage license, death certificate, and his voter registrations. Other branches of the family tell the broken leg story in some form.

JOURNAL OF MR. SHEARER'S JOURNEY FROM LAKE CITY (UTAH) TO CALIFORNIA BEGUN SEPT. 16<sup>TH</sup>, 1849 ENDING DEC. 16, 1849 (evidently incomplete, leaves missing) with a printed letter containing data, sign L.G. which seems to have been derived from said Journal. It was copied by Benjamin Hayes in January, 1850 and subsequently (1877) presented by him to H. H. Bancroft ["The Far West And Rockies; General Analytical Index to the Fifteen volume Series and Supplement to the Journals of Forty-Niners Salt Lake to Los Angeles" Volume XV] Presented by Judg Benj. I. Hayes to Bancroft Library 1877.

**Arthur had 10 children.** The five listed above and James Tallman 1832-1832, Edwin Stanton 1840-1875, Nancy Hooker 1845-1845, Mary Cowan 1857-1866 and Willow Spring 1849-1933. Arthur was a '49er. He, his wife Elizabeth and 4 of his sons came west; in Wyoming they stopped to give birth to "Willow Spring Shearer." They were in the "Independence Pioneer Party"-One of the two wagon trains that 'broke trail' for the Southern Route to California from Salt Lake City. Joseph Hunt's party was the other. They both arrived in California about the same time. You can travel a lot of the route along I-15. He settle in San Jose where he was first a farmer and cabinet-maker. He was a Postmaster and Justice of the Peace. He left San Jose due to a difference of opinion. San Jose was a Northern Sympathizing town and he was for the South. He moved to Visalia where is oldest son, Richard Hooker purchased a newspaper and he became the editor. He and Richard were volunteer firemen there and their names are listed on a monument for the volunteer firemen at the cemetery. **Source** <https://www.findagrave.com/memorial/19944994/arthur-shearer>



*Arthur Shearer's Grave  
Visalia Public Cemetery  
Visalia, Tulare County,  
California, USA*

## Crossroads Members Serving in OCTA National Leadership Positions

**Steve Allison** (Crossroads Past President & Current Preservation Officer) was elected to serve as **OCTA's National President** for a two-year term.

**Matt Ivory** (Crossroads President) was elected to serve on **OCTA's National Board of Directors** and a Member of the Finance Committee.

**CONGRATULATIONS AND WAY TO GO CROSSROADS!**





Oregon-California Trails Association  
 trails • 1.7K subscribers

**Hours of history and entertainment!**

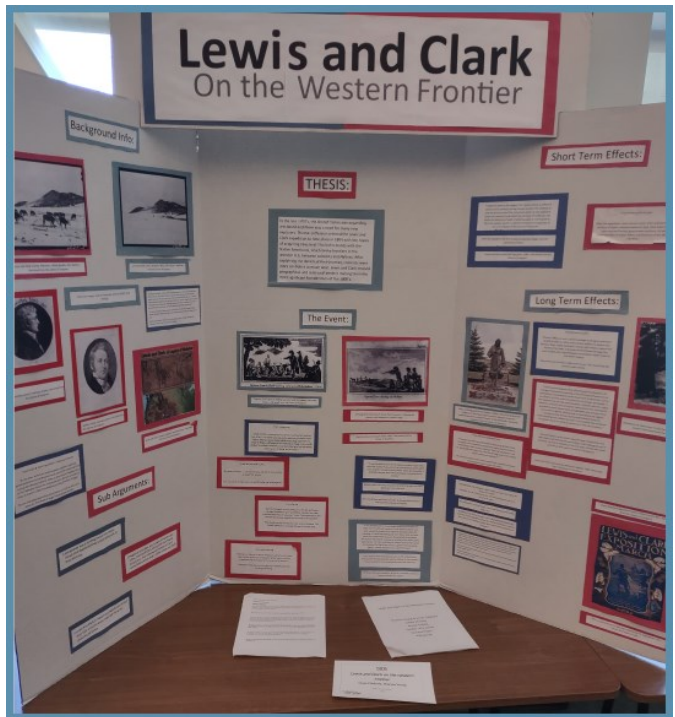
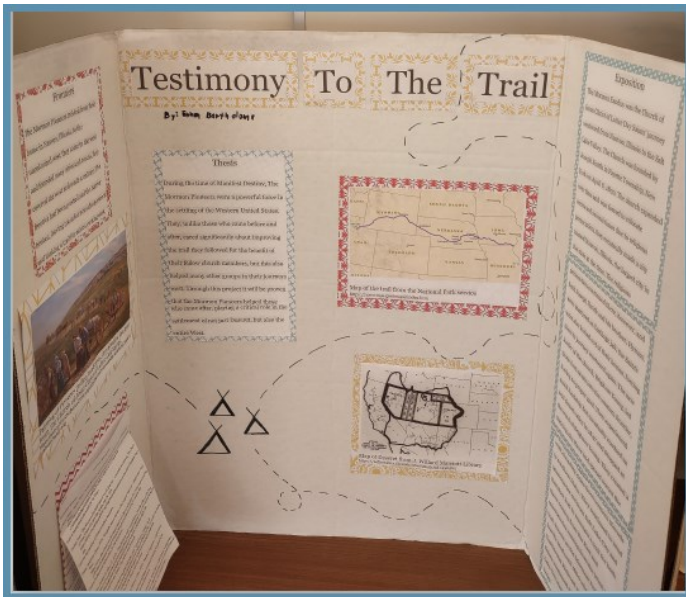


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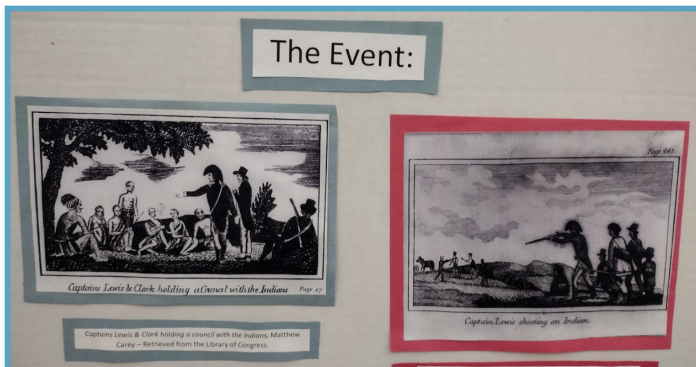
# UTAH STATE HISTORY DAY AWARD

Each year Crossroads provides Judges for the various **National History Day** presentations in Utah. This year we judged the **Salt Lake County History Day** competition held and SLCC. Our judges were Penny Allison, Steve Allison, Lee Kreutzer, and Connie Bauer. The winners of our cash awards were:

Students	Title	Division
Dillon Liew, Steven Yao	<b>\$100</b> Expansion and Exceptionalism: America's Journey West	Junior
Benjamin Atkinson	<b>\$100</b> Lewis and Clark Expedition: How The Bonds With The Native Americans Crossed A Cultural Frontier	Junior
Carson Keith, Jameson Donohue	<b>\$50</b> The Dominguez-Escalante Expedition	Junior
Ethan Bartholoma	<b>\$50</b> Testimony to the Trail	Junior
Mckinlee Solberg	<b>\$25</b> The Stagecoach in America	Youth



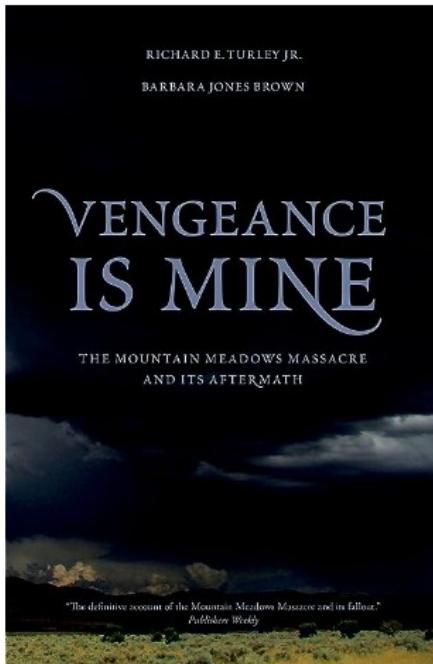
These students did an outstanding job on these projects and demonstrated a love of early western history.



Students did their own research and made their own displays, websites, documentary films, or papers. It is so much fun to be involved with these students and their projects. We look forward to it next year!



# BOOK REVIEW BY STEVE ALLISON



**Vengeance is Mine: The Mountain Meadows Massacre and Its Aftermath** is a well-written book and easy to digest. But it is a challenging book to read in other ways. First, reading about the massacre itself gave me nightmares. Years ago, when I read the first book Turley published on this event, [Massacre at Mountain Meadows: An American Tragedy](#) (2008), I had nightmares about it. This follow-up volume focuses on the aftermath, the social and religious implications, and the desire of government officials to try the court case in the nationwide press. The book also challenges our view of pioneer life in early Utah Territory. There were heroes, and there were villains. John D. Lee is a poster child for fanaticism and an example of one who abused his Church office and civil authority. We can learn much about the exercise of 'unrighteous' authority by studying John D. Lee, Isaac Haight, and William Dame.

**Turley and Brown** prove with impeccable research that the Utah Liberal Party continually delayed their prosecution of massacre perpetrators to make Brigham Young look complicit in that tragedy for their political gain. They released parts of John D. Lee's written confession and other witness statements to stir up public opinion against Mormon influence in Utah Territory. The authors show, too, that Brigham Young offered to help U.S. Marshals locate witnesses and defendants alike, but his offers were continually refused until 1876.

Judges and prosecutors used the negative press to lobby Congress to pass laws banning Mormons from serving on juries and taking the vote away from Utah women. They wanted complete control of Utah Territory courts and legislation. (Even after John D. Lee's execution at Mountain Meadows on March 28, 1877, politicians, newspapers, and lobbyists kept up the pressure on Congress when they switched their attention from the massacre to polygamy until the Edmunds-Tucker Act of 1887 achieved their goals. It was later declared unconstitutional by the U.S. Supreme Court.)

**The book also documents** the mental gymnastics that perpetrators used to justify their horrible decisions and actions in murdering the Baker–Fancher Company men, women, and children on September 11, 1857.

**The authors do a good job** painting a picture of the cultural, religious, political, and emotional environment in Utah Territory in 1857. We are left to ponder how much U.S. President Buchanan's decision to send U.S. 2,500 Troops (with a threat to send 5,000 more) to Utah Territory in 1857 impacted the Southern Utah Mormon settlers' attitudes toward outsiders like the Baker-Francher Company. They also consider the influence of the Mormon Reformation, which began in 1856, and Brigham Young's decisions to declare Martial Law and store all farm produce and cattle for an impending invasion. Hence, Southern Utah Mormons refused to sell food or trade horses or oxen with various settler companies passing through to California in 1857.

**This is the book to read** if you want an unbiased, carefully, and expertly researched analysis of the Mountain Meadows Massacre and its aftermath.

## **Vengeance Is Mine: The Mountain Meadows Massacre and Its Aftermath**

Richard E. Turley Jr. and Barbara Jones Brown 2023

Publisher Oxford University Press

Publication Date April 26, 2023

### **First Book:**

**Massacre at Mountain Meadows: An American Tragedy** 2008

by Ronald W. Walker (Author), Richard E. Turley (Author), Glen M. Leonard (Author)

[Click this blue text to watch a YouTube Podcast with the Authors](#)





# PRESERVATION

Lake Point employee and Matt, Ellie, and Annie Ivory hold up new signs created by the National Park Service.



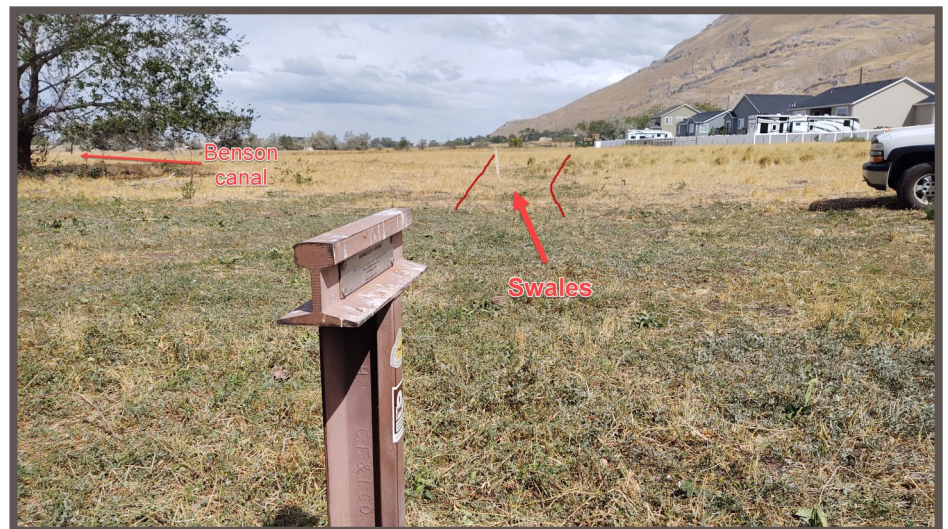
## Emigrant Trail Park in Lake Point, Utah: A Preservation Success.

By Steve Allison

In the Fall of 2021, Connie Bauer lead a Crossroads Tour through Tooele Valley. At the Hastings Cutoff swales in Lake Point, Utah we were surprised to see that a new residential development threaten to destroy the swales and the E. T. Canal which was hand dug in 1850.

We contacted the developer, Chris Robinson of Ensign Properties and talked with him about preserving the swales and canal. He agreed to move a planned city park he was developing a 1/4 mile west to the swales site.

With the help of the NPS Historic Trails folks a plan for the park was developed. Lake Point City approved the project. Ensign Properties has installed a steel, well pipe and cable fence around the park, a parking lot, and walking paths throughout. They recently completed a children's play area made of large rock and tree trunks. NPS designed signage recently arrived and work to install them is continuing. Thanks to Christ Robinson and the NPS for stepping up and working to preserve this historic site with a three and a half acre city park.



Take a 15-minute video tour of the park. Click this link:

[Link to Emigrant Trail Park Video Tour](#)



# PRESERVATION



Gravelly Ford Grave Site

## Preserve It or Lose It: A Call to Action

By John Winner with Steve Allison

**The preservation** of historical and cultural resources today may be the biggest challenge OCTA has ever faced. In the next few years over 200,000 miles of new electric transmission lines are in the offing. Energy companies are planning to spend a staggering 700 billion dollars this decade for new solar, wind, and geothermal development projects. Many of them will impact our National Historic Trails in one way or another. Some projects will destroy pristine trails, grave sites, and other cultural and historical resources. Other projects will impact the viewshed of these resources.

For example, Highway 50, "The Loneliest Road in America" is about to be inundated with power lines associated with the Greenlink North project. The Pony Express Trail and the Pony Express Cold Springs Station may be impacted. Near Fallon, native petroglyphs over 2,000 years old could be compromised.

Today it's not hard to imagine a stage coach running along the old, dusty Overland Stage Route. But in the future, that viewshed will be compromised by high voltage power lines that run for miles along and across that route.

See the Film:

### Preserving Gravelly Ford

**Password:** Gravelly

Video link:

<https://vimeo.com/knowledgetreefilms/>



[Photo: Gone with the Gastons, Family Travel Blog. Accessed 07.12.2023]



## Interview with John Winner: Preserving Gravelly Ford ~ How It Came to Pass

**Steve Allison (SA):** John, tell us a little about who you are and how the Gravelly Ford preservation project came about.

**John Winner (JW):** I'm John Winner, currently the National Preservation Officer for the Oregon-California Trails Association. This particular project began in about 2013 when I receive notification of a particular mine project and its proximity to a historical cultural resource which is the Hastings Cutoff in the Goshute Valley between Wells Nevada and the Utah State line, off the I-80 freeway exit called Oasis.

**SA:** Is this near Silver Zone Pass?

**JW:** It's west of Silver Zone Pass. We requested a copy of the mine permit from the BLM. They sent me a description of the bounds and so forth of where this project would be. I plotted the historical trails and sites over the mine boundaries and found that a place called Big Springs. Big Springs is a historical place on the Hastings Cutoff which is a part of the National Historic California Trail. We have diary quotes where some of the emigrants went to Big Springs. Big Springs was within the mine boundary and within the area of potential effect. I notified the BLM that there would be direct and indirect effects on the Big Springs historical cultural resource.

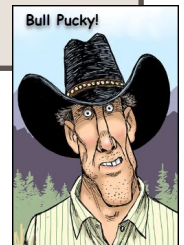
**SA:** What do you mean by effects?

**JW:** Direct effects are where there has been an impact to the actual cultural resource itself such as the site or a particular historical trail. Indirect effects are essentially the viewshed of the project.

**SA:** So you were worried about them destroying the trail or the Big Spring site?

**JW:** I was concerned about the impact the mine would have on both direct and indirect effects. The interesting problem associated with this project is that this part of the Hastings Cutoff which is part of the National Historic trails, had not been mapped to OCTA's MET standards which is the Mapping of Immigrant Trails. There were a few people who had done some surveying and some work and what have you, but we really didn't have any hard map data. Sell the Bureau of Land Management, in their wisdom, went out and walked around the Big Springs area and really didn't see anything on the ground that would tell you exactly where the trail might be. They concluded at that time that there were no direct effects. They said that there would not be any direct effects to the trail itself. They concluded that there might only be some indirect effects to the viewshed of the trail and the general area of the Goshute Valley itself.

**The BLM said that there would not be any direct effects to the trail itself.**



We debated that issue. I asked the Bureau of management project manager at the time, "why don't you give us a chance to go in and do some research work and maybe we could determine by metal detecting and so on where the actual trail was. And, quite frankly, I was denied that. In no uncertain terms I was denied that.

**SA:** did they give you any reason why?

**JW:** Not really. They said they had done their research and that they could not find any direct effects and therefore anything we were concerned about would be only indirect effects.

**SA:** When was this?

**JW:** About 2013-2014. The bottom line was that this was now a project where we were dealing with indirect effects and not direct effects. That makes a significant difference in how we would approach the preservation of this cultural resource.

**SA:** So we're now dealing with indirect effects.

**JW:** Yes. The BLM at that time asked all parties to submit proper mitigation items that are part of the Long Canyon Mining Project.

**SA:** Can you give me an example of a mitigation item?

**JW:** I submitted a list of 4, 5, or 6 items. One was that the mining company would pay for the mapping of the entire Hastings Cutoff. Of course I wanted them to sponsor the mapping of the entire Hastings Cutoff from Fort Bridger in Wyoming all the way to where the Hastings joined the California Trail near the Interpretative Center west of Elko, NV (well beyond the Goshute Valley).

I asked that they create conservation easements or similar protective provisions for emigrant trails on Neumont properties and subsidiary properties that Neumont Mine owed. (They had acquired a number of other properties (locations) within the state of Nevada that had National Trails on them). And that they would allow controlled access to these properties as well. What I had in mind was an area about 100 miles west of the Neumont Mine called Gravelly Ford. Gravelly Ford is on the California National Historic Trail. It was an area where the emigrants literally had to go up over a pass and then return back down to the Humboldt River for a camping area and for animal feed and so forth.

**SA:** Did Neumont own Gravelly Ford at the time?

**JW:** Neumont had acquired Horseshoe Ranch which included the emigrant trail from Emigrant Pass down to the Humboldt River which is roughly seven miles. They owned every other section of land (the BLM owned the other sections) which they had acquired through the Transcontinental Railroad agreement. There are some pristine trail segments leading from Emigrant Pass to Gravelly Ford where the trail crosses the Humboldt River. That was one of my primary requests was to preserve that area because Neumont owned that particular land.

**SA:** How did they respond to your requests?

**JW:** Neumont agreed to go along with the Hasting Cutoff mapping request but only in the Goshute Valley where the mine was and Big Springs. And they agreed to create a conservation area that included the trail down to Gravelly Ford and the Gravelly Ford area itself. They wanted to put a conservation easement on 50 meters on either side of the trail leading down to Gravelly Ford and where there were multiple swales the easements would go from the outer most portion of those. The easement would go 100 meters around Gravelly Ford itself and at the Unknown Emigrant Grave Site that is down there near the river. That's what they tentatively agreed to do.

**SA:** So, then what happened?

**JW:** The Horseshoe Ranch was put into another ownership called the Elko Land and Livestock Company which became the owner and manager of the land at the Gravelly Ford site. You got to bear in mind that time keeps going by. One thing I've learned Steve, over time, in dealing with the Forest Service, BLM, The Department of Agriculture, or the Department of the Interior: nothing happens real quick. This could have been resolved in an earlier period of time. What happened next in July of 2019 is that Neumont Mining Corporation and Barrick Gold Corporation entered into a joint venture forming a new company called Nevada Gold Mine.

**SA:** So, what happened to your agreement with Neumont?

**JW:** We did not hear anything for months so we called for a meeting with the BLM and the consulting parties which included OCTA, and also The California Trail Heritage Alliance which is the foundation at the Trails Interpretative Center in Elko, NV. We met on October 28, 2019 and were informed that BLM no longer intended to seek any mitigation for indirect effects resulting from the Long Canyon Mine Project.

They frankly said that we're back to square one. If the new company, Nevada Gold Mine, wants to do something voluntarily do something then fine, otherwise it's all off the table. On top of that, there was a new Department of Interior instruction memorandum that did not allow for any offsite compensatory mitigation whatsoever. They would entertain voluntary proposals from the landowners but would not compel any mitigation because of the Solicitor General's interpretation of this new memorandum.

**SA:** So, what did you then?

**JW:** We're just dumbfounded about this particular time. I sat down with Helen Hankins, who is the director of the California Trail Heritage Alliance and said that I'm going to go directly to the mining company. I'm gonna go talk to Nevada Gold Mine to see what their interest is. And we did. We sat down with Nevada Gold Mine and told them about our agreement with Neumont and said, "What say you?"

They said that they were okay with the agreement. "We think it's good for all of us."

**SA:** That's great. What's next?

**When dealing with  
the Government,  
nothing happens  
real quick.**





**JW:** When it comes to conversation easements, how do we do this? The landowner is giving up some basic property rights when they deal with conservation easements. OCTA is a volunteer organization and we don't have the resources to draw up these kinds of legal agreements, nor is the Heritage Alliance.

**SA:** So you need some legal people who are used to dealing with these kinds of issues.

**JW:** I actually went online and looked at every kind of nonprofit organization that I could find in the State of Nevada. I found a firm called the Nevada Land Trust. It is a nonprofit conservation land trust working to protect key land, water, wildlife, recreation, historic, scenic, and agricultural resources in Nevada. And interesting enough, Nevada Land Trust already had a conversation easement with Neumont Mine, but it dealt with sage grouse. So, I thought that maybe they would be the people to be the best to work with. This was during Covid so getting a hold of them was a project in and of itself. The long and short of it was that Nevada Land Trust seemed to be the non-profit group that would be the grantee to a conversation easement. So, I approached Nevada Gold Mine and they said that they would work with them. That's how Nevada Land Trust entered the picture.

**We're sitting in the wings and trying to call some shots.**



**SA:** What is OCTA's role now in the process?

**JW:** Well, we're sitting in the wings and trying to call some shots. We're not the landowner and we're not the grantee of a conservation easement. We're strictly an organization that wants to protect some historic cultural resources and I'm going to make my point as clear as I can of what I think should be included in this conservation easement. Number one, it's got to be an easement in perpetuity. Number two, it's got to be a win-win for everybody. The landowner is a cattle operation and they need to continue that operation and we don't want to interfere with that. Number Three, we want to make sure we don't have a solar farm or a transmission line going right over the trail. And we want to make sure that the grantee of this conservation easement is going to take them to task if in fact there is some request to do something like that.

**SA:** It sounds like this took a long time.

**JW:** I had a lot of frustration because of the dragging of feet. It took a long time for Nevada Land Trust attorneys to come up with a draft conservation easement contract. A lot of grass has been growing while all this stuff has been going on. Other than some bullet points of what we wanted and OCTA providing them with MET Mapping data to define the trail and identify the cultural resources, we had nothing to do with drafting the legal documents.

The first draft came out and the Nevada Gold Mine attorneys and the Nevada Land Trust attorneys went back and forth and what have you then finally we got our chance to take a look at it and I made five or six suggestions for modifications, and they incorporated all of them.

**SA:** That's awesome.

**JW:** I'm very pleased that the agreement included specific language that would prohibit transmission lines and solar farms which is the big deal right now. We're at a point where everyone has agreed on the verbiage and language of the easement itself.

**SA:** What other issues remain?

**JW:** One side effect of this is that Nevada Gold would write a land management plan on how they would continue to operate their ranch and Nevada Land Trust would study those plans to determine what the effects of those plans would have on the trail. I've looked at both of those and now it's a matter of dotting the I's and crossing the T's. Now I'm just waiting for the two of them to come together and sign the papers and so forth.

**SA:** What is a "grantee"?

**JW:** When you have land ownership, you have fee simple absolute unincumbered ownership of land, subject to government restrictions. You have the right to buy, sell, develop, or grant; do whatever you want to with the property. What Nevada Gold Mine has given up their development rights to this particular property. They have granted to a nonprofit, Nevada Land Trust, all of the development rights but have reserved unto themselves, Nevada Gold Mine, the rights to continue their ranching operations.

Other than that, they have granted unto an outside nonprofit organization all of these other rights. Thus, the Nevada Land Trust has become the protector of this particular easement and this particular resource.

**SA:** That's awesome.

**JW:** That's what this is all about. We've been sitting on the side lines and calling some shots, but we're only mentioned the easement one time, and that's okay because we're not the group that going to take one the responsibility of protecting the trail and cultural resources here. I'm not gonna do that and you're not gonna do that. As far as OCTA is concerned, we can't even get a Preservation Officer for every chapter so how in the world would we manage this easement? We can't do it. I'm not being critical here I'm just telling it like it is.

**SA:** We don't have the people, skills or lawyers to manage this or any easement. Right?

**JW:** Correct, that's not in our wheelhouse. We needed to go to somebody who could do that and we did.

**SA:** How big is the easement along the trail from Emigrant Pass to Gravelly Ford?

**JW:** The easement is strictly on five sections of land that are owned by Nevada Gold Mine. The sections are checkerboarded with BLM land. Technically, the BLM could run a transmission line over the top of their property right over the trail. Hopefully the Federal Government will look to the same concept of preservation that we do. But there's no guarantee.

**SA:** Looking to the future, the National Park Service has legal stewardship over the National Historic Trails, right?

**JW:** Theoretically, yeah.

**SA:** I wonder what it would take to get the BLM to transfer those five adjoining land sections over the NPS?

**JW:** I don't know if that's a good idea at this time. I mean, do you want to piss off the pope? You deal with BLM and other government agencies the best you can. You're dealing with personalities and policies and so on.

**SA:** Tell me how the film came about.

**JW:** The file came about as part of the mitigation where we would create a virtual tour. I'm not sure who first mentioned making a film virtual tour. It could have been Neumont Mine, way back when, trying to showcase that they were trying to preserve national history and so forth. The idea was that the virtual tour would go from I-80, Emigrant Pass, to Gravelly Ford site itself. It would be an opportunity to do some PR work to showcase their preservation work and let the general public learn some history about this trail and site. The film will showcase the Gravelly Ford site itself, the pristine trail segments that are there, the history of transportation, and preserve a viewshed where you can stand and look west and see some vista the emigrants saw 175 years ago. Then you can turn to the north and east and watch the warp speed of the Interstate 80 transportation corridor. I hope that the Knowledge Tree Film folks have captured those values in the film.

**SA:** I saw a draft cut today and it does show exactly what you just suggested. On top of the main film, they're going to make a virtual tour using the drone footage from Emigrant Pass to Gravelly Ford. Nevada Gold or the Interpretative Center near Elko can use it. Or the Land Trust people can use it.

**JW:** I'm anxious to see it.

**SA:** John, I so much appreciate your sticking to this project and making it happen.

**JW:** It's been ten years of my involvement to get this done. You literally need the patience of Job for things like this young man.

**You literally need the patience of Job for things like this young man.**

**PRESERVATION: the action of preserving something for a given period of time.**





# FILMING GRAVELLY FORD

## Crossroad's Contribution to Filming Preserving Gravelly Ford

Article and Photos by Steve Allison

I donated a week of my time and Crossroads paid about \$1,000 of my expenses to assist Knowledge Tree Films while filming Preserving Gravelly Ford in Utah and Nevada. I had a blast but what did Crossroads get for its money?

Crossroads (Steve Allison) provided the invaluable service of film site location in Utah. Even though the main story was being filmed west of Elko at Gravelly Ford, the film crew wanted to film some "B Roll" footage along the Hastings Trail leading up to Gravelly Ford. Much of that B-Roll footage was in Utah. I met them in Park City and guided them to **Mormon Flat, Big Mountain, Little Mountain, and Donner Hill** at the west end of **Emigration Canyon** where they captured some great sunrise and drone footage. From there we went to the LDS Church History Library for an interview with Emigration Canyon historian, Jeff Carlton.

What happens when a film crew flies from Hollywood, California to Salt Lake, rents a Suburban, and goes looking for sections of the Hastings trail to film?

Answer: They can't tell pioneer trail from an irrigation ditch and get lost.



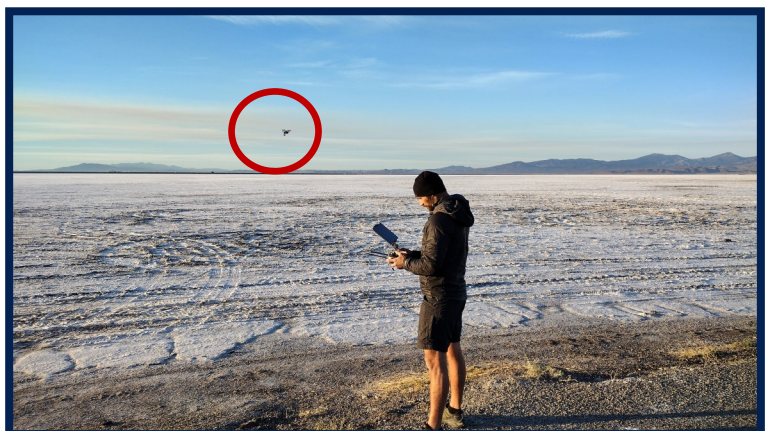
Next I directed the crew to **Hastings Pass** in the Cedar Mountains on the west side of Skull Valley. They got some great sunset footage that appears in the film.

*Jeff Carlton being interviewed by Kevin Marcus of Knowledge Tree Films at the Church History Library.*

*Shot of sunset where Hastings Trail where it exits the Cedar Mountains on the west. Pilot Peak is in the far distance.*



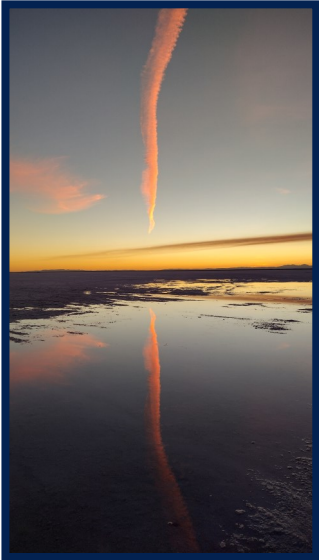
Next we went to Wendover for the night. I led them to the Salt Flats at sunrise where Jake Campos, the drone videographer, got some great shots (right). Below: Jake prepping the drone near Bonneville Raceway. Shooting drone footage at Donner Spring or elsewhere on the Salt Flats is prohibited by the US Air Force.





# FILMING GRAVELLY FORD

**After the Salt Flats** I led them to Halls Spring, about four miles south of Donner Spring. It is a great place to film a spring on the west side of the flats because, unlike Donner Spring, Halls Spring looks a lot like it would have in 1846, except for the high grass in the water. They captured some footage of water springing out of the ground.



*Halls Spring on the west side the Salt Flats looks like it did in 1846. Jake Campos films some B-Roll footage here. The Silver Island Mountains and Donner-Reed Pass are in the far distance.*

*Sunrise on the Salt Flats.*



**The Knowledge Tree Film crew** went west to Elko, NV where they hooked up with John Winner, Helen Hankins, the Mountain Men Reenactors, and others to shoot in the Gravelly Ford area. I drove to Salt Lake and on to Tremonton, Utah to pick up an authentic, 1850, wagon from Eli Anderson at his Wagonland Adventure. Eli lent us a wagon which is featured in the film. Eli arranged for us to borrow an additional authentic wagon in Elko. I hauled Eli's wagon to Maggie Creek Ranch, just across the freeway from the California Trail Interpretative Center. All the wagon scenes were shot at the ranch. I used my truck to deliver both wagons on-site for filming and after the shoot drove Eli's wagon back to Tremonton.



*Stopping in Montello, Utah while hauling Eli Anderson's authentic, 1850 wagon to Maggie Creek Ranch. Crossroads paid for my fuel.*



*I am pictured here with KTF Director Kevin Marcus. Both of us played pioneers in the film.*

*Eli's wagon on set at Maggie Creek Ranch.*





# PREVIEWING GRAVELLY FORD

**Preserving Gravelly Ford** was previewed in two locations in the Salt Lake Area. Church History Library of The Church of Jesus Christ of Latter-day Saints was kind enough to let us present a public preview of the film in their Church Office Building Auditorium. Over 60 people showed up. The crew answered questions afterward.



The next day we previewed the film at Salt Lake City's, East Hollywood High School before the film students and



*In the foyer at East Hollywood High School.*

Making this film was an opportunity to record how John Winner single-handedly saved Gravelly Ford for future generations. It also shows how preservation is possible and important for OCTA. It was a privilege to be a part of it. Thank you, Crossroads, for making my participation possible!



*Knowledge Tree Film Director Kevin Marcus, Ray Wicks, and Travis Boley talk to students about film careers and the making of the film.*

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*Crew and Students pose for a group photo.*