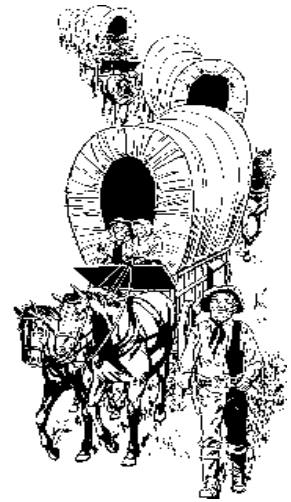


Trail Dust

Newsletter of the Oregon-California Trails
Association, Idaho Chapter



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Contents	
Calendar for 2020	1
Message from the President	2
Jeffreys-Goodale Cutoff - Webb Spring to INL	3
OCTA Spring Symposium	7
Diaries Across Idaho	9
IOCTA Officers and Directors	10

Tentative Calendar of Events for 2020

May 7 th and 8 th	IOCTA outing, City of Rocks
May 9 th	IOCTA Spring Meeting, Burley
June 7 th	National Trails Day
July 23 rd	Solar Challenge at Montpelier
July 24 th - 25 th	Solar Challenge at Twin Falls
July 26 th	Solar Challenge at Boise
Sep 19 th – 23 rd	OCTA Convention, Elko, NV
Oct 3 rd	IOCTA Fall Meeting, Boise

Message from the President

By Jerry Eichhorst

Just as quickly as last summer flew by, fall and winter have flown by and spring will soon be here. Plans are being made for Idaho chapter activities for the summer, but they are contingent upon what happens with the coronavirus impacting the country and the world.

Since Idaho just recently experienced its first cases, we must be cautious and follow the guidelines established by medical professionals and government officials. With that in mind, all activities are tentative at this time.

The spring Boise Schools Community Education classes were a huge success again this year. About 20 people attended each of the three classes with most signed up for the Annual Spring Byway Tour to be held tentatively on Saturday, April 18.

Some of the planned activities (bold font) and others being considered for this year include:

- **City of Rocks activities on May 7 & 8.** We will be using cadaver dogs to verify suspected graves found last year and touring over Granite Pass if there is no snow. The picture shows a possible headstone found last year with writing highlighted. The date appears to be "1862". There may be a name under the date.



- **Spring chapter meeting on May 9** in Burley at Perkins Restaurant.
- California Trail activities to preview the pre-convention tour may include going over Granite Pass, exploring the west side of Granite Pass, and visiting Record Bluff where emigrants carved their names in the ash sandstone.
- Eastern portion of Jeffreys-Goodale Cutoff.

Some upcoming articles in the *Overland Journal* may be of interest. Noted fur trapper historian and Idaho chapter member Jim Hardee details the role of French trappers in the Southwest, their interplay with Spanish and Mexican authorities in Santa Fe, and their role in developing Southwest trails and settlements. I will have a two-part article examining the 1854 travelers on Jeffreys route and the attacks on the Kirkland and Ward wagon trains, as well as a third attack that year which has not been documented previously.

I hope all of you stay well and join us on the trails if we have our summer activities.

Jeffreys-Goodale Cutoff - Webb Spring to INL

By Gary Makey

In the June 2018 issue of Trail Dust, I had authored an article about the Jeffreys-Goodale routes west of the INL boundary. This article will discuss the Jeffreys-Goodale route on other side of the INL boundary to Big Southern Butte's Webb Spring (reference Trail Dust April 2017 about getting to Webb Spring). For an overview of the area see Figure 1 which then refers to the Detailed Map (figure 2). On the Detailed map the red, blue and green lines are existing roads. The Detailed map is a marked-up edit of map 97 of the book "Emigrant Trails of Southern Idaho". The black lines on the Detailed map are the trails. Where the red, blue or green lines are next to a black line this indicates the existing road is the trail. The black letters in yellow squares indicate road intersections and will also be used for photograph location reference. The trail sections between points D to C and D to B on the Detailed map had numerous markers down until last fall when they were reinstalled.

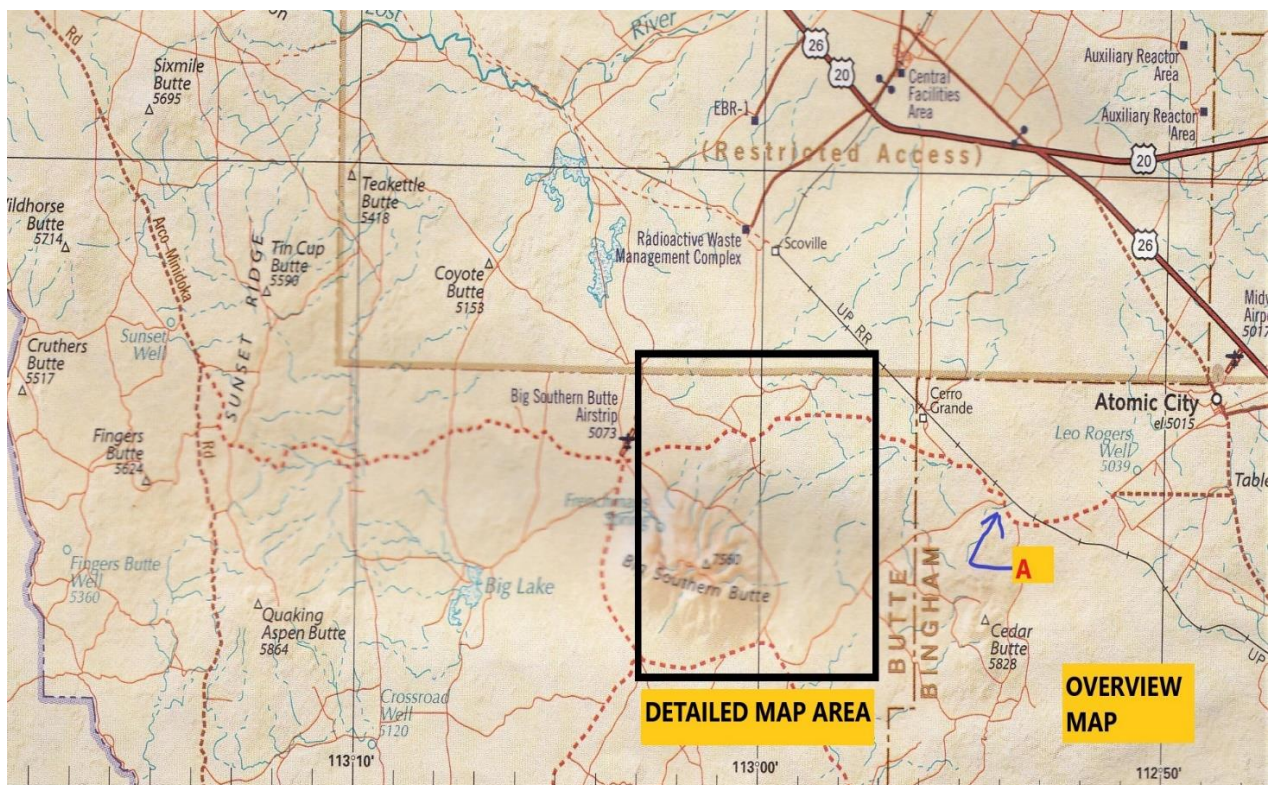


Figure 1 Overview Map showing the location of the Detailed Area

Getting to Big Southern Butte.

This area can be approached from the Arco-Minidoka road or via Atomic City. The Atomic City route has less dirt road driving so is much preferred. See the Overview map, figure 1. On this map the dash lines are main dirt roads. The thin red lines are minor dirt roads. From Atomic City BLM fire station (mile 0) turn south on 2650 west (Taber Road) go 1.4 miles and turn right (west) on Cedar Butte road (W1600 N). At 5.4 miles you will cross railroad tracks. At 6.3 miles you will come to an intersection (A on Overview map). Keep to left and follow road to point E on Detailed map (red line on Detailed map). The green line on the Detailed map is the dashed red line on the Overview map.

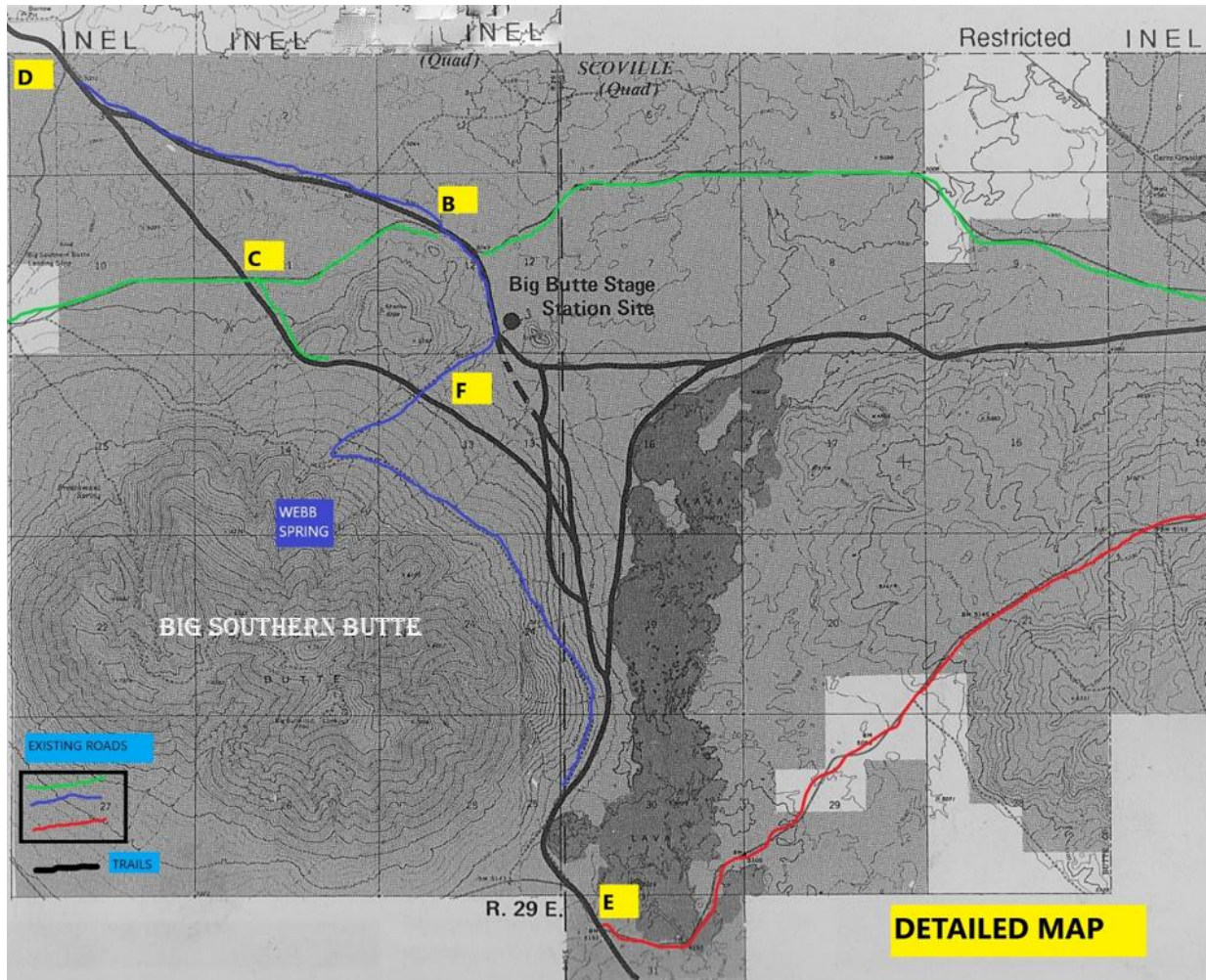


Figure 2 Detailed Map

Tracing the Trail point E to point B.

On the Detailed map the black area in the center represents a lava flow. At point E on the Detailed map the road to the southeast (left) is the trail that follows existing roads down to Springfield. From E you need to keep north (right) and go around the east face of the Butte. Bear left as you travel around this side of Big Southern Butte. If you look east (to your right) you will see trail markers in the sagebrush parallel to and 100 to 300 yards from the road. As stated in the Editor's note to the Trail Dust April 2017 article the road is quite rough. The road continues north then northwest until you get to Webb Spring intersection. You will see the canyon. The spring is in on your left. You will also see a road going down to the right. This is about 3.5 miles from point E. This is a dirt road with deep ruts. As you go down the road you will pass the trail markers you have been moving parallel to (point F on Detailed map). Continue down the road to the flat. There will be a small butte to your right front. There is also a road to the right. Ignore it and left turn (northwest). What is happening here is the trail split to pass to the left or right of a butte located between points B, C, and F. You will intersect a main dirt road (green line on Detailed Map) at $43^{\circ}26.013'$, $113^{\circ}00.336'$. Note the fence on your left. Continue west for a short distance to $43^{\circ}26.112'$, $113^{\circ}00.552'$ (point B) the main road will turn left and pass over a cattle guard through the fence that has been on your left.

Tracing the Trail point B to point D

There is a road trace (blue line on Detailed map between points B and D that continues straight west about 100 yards before the gate (ignore the road heading north). From this point B (reference Figure 3 - PHOTO

Point B) follow the road to point D (See Figure 4 – PHOTO Point D). This section is very lightly travelled and will have dry grass in the center of the road in the late summer. Take care if stopping that you do not start a wildfire. From point D return to point B. Get back to the main road (green line on Detailed map) and turn right on it, through the gate to point C (43°25.900', 113°01.881'). At this point there are trail markers on both sides of the main road and a road to the left (south).



Figure 3 PHOTO Point B – Don Wind with a new marker on the Trail near Point B



Figure 4 PHOTO Point D looking NW INL Boundary (Do not cross the fence)

Tracing the Trail point C to point D

To follow the trail from point C to point D, one needs to walk. It is about a mile and a half to point D. At point C look for a marker in the flat area to the northwest. From there continue looking to the northwest on the ridge in front of you for another marker. Once you have located the marker on the ridge (43°26.026', 113°02.061'), it is an easy walk from marker to marker to the road between points B and D (REFERENCE Figure 5 - PHOTO C to D).



Figure 5 – PHOTO C to D



Figure 6 PHOTO Point C – Road towards point F looking Southeast

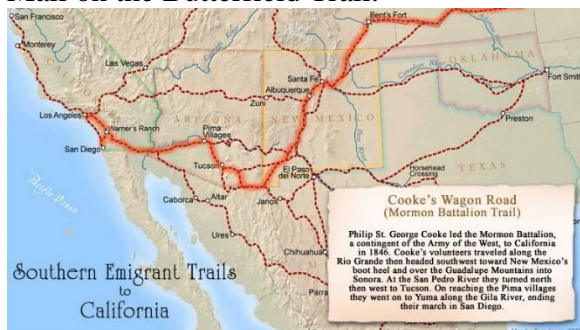
Tracing the Trail point C to point F

From point C there is a road (short branch green line on Detailed map) to a cattle tank that covers part of the way to point F (reference PHOTO Point C). The remaining distance you will need to walk. This section is not as well marked as the section from point C to point D. If you miss markers past the end of the road to the cattle tank just continue east to the road you came down from Webb spring and return to point C via the markers. From point C you can return to Atomic City via the main dirt road (green line on Detailed map) back to point A and Atomic City. NOTE this road in part is following the Carsonite signposted MCTUCKER ROAD.

OCTA Spring Symposium, February 21 – 23, 2020 The Southern Crossing – All Roads Lead to Yuma

The Spring Symposium and Board Meeting were held in Yuma, Arizona. More than a hundred attendees, including several new members, enjoyed perfect weather. There was a good turnout as well from the Idaho Chapter!

Yuma was selected because it was here that several Trails traversed the Colorado. Granite outcroppings narrowed the River. The native Quechan Indians used it as a crossing point. The 'Anza' Trail crossed here in the late 18th C as the Spanish began efforts to colonize Alta California. The Southern Emigrant Trail, Cooke's Wagon Road, and The Mormon Battalion all came through here. This was also the crossing for the Overland Mail on the Butterfield Trail.



On Friday, visits to the Quartermasters Depot and to the Yuma Territorial Prison had been arranged



and in the evening was a Reception at the Sanguinetti House featuring the flute of Steve Rushingwind.

NPS 4-Trails Study

Mark Howe opened proceeding on Saturday with an update on the NPS 4-Trails study. The good news was that the feasibility study, some ten years of work, had been completed and submitted to Congress for their consideration. Twenty-six additions to the NHT network were proposed. The bad news was that neither the North Alternate nor the Jeffreys-Goodale Cutoff was among them. They failed because they did not meet the period specified (1841 – 1848) as that which was historically important for the Oregon Trail. By 1848 the Oregon Territory had been created, hence the specification, even though very few pioneers had traveled the Trail by then. The study had also rejected the McAuley Cutoff (little used), Goodale North out of Boise (miners not settlers) and the North Side Alternate (insufficient evidence). Idaho inclusions in the 26 were the Bidwell-Bartleson Route and the Raft River to Applegate Trail. A link to the study report will be posted on the IOCTA web site.

The Speakers

Dr Carlos Herrera spoke about Juan Batista de Anza and his founding of the Anza Trail from Sonora through Yuma to Alta California. Doug Hocking covered the Jicarilla Apache, their activities that closed the Santa Fe Trail on three occasions and the work of Kit Carson to resolve those events. William McKinnon introduced us to William Allen Wallace, correspondent for the California Daily Alta and his travels on the Butterfield Mail. The need for Fort Yuma and the significance of the Yuma Crossing was covered by Bill Heidner. A panel walked us through the Southern 49er Trail from Yuma to Warner's Ranch. John Krizek talked about

the Ehrenburg Road from the Colorado River to Prescott and Fort Whipple at the time of the creation of the Arizona Territory.

The keynote Speaker at the Banquet was Tina Clark of the Yuma Crossing National Heritage Area.

Sunday Tour

Our Tour started at the prison - looking across to Fort Yuma and the St Thomas Indian Mission.



Before us were the wetlands and Tina Clark explained the history of the Yuma Project, irrigation, the Siphon and the desilting canal and plant. For an explanation of the Siphon look at the following video.

<https://www.youtube.com/watch?v=huHQehmp-1g>

Next stop was the Mormon Battalion Monument in the West Wetlands. The Monument was erected in 2007 to commemorate the 2000-mile march of the Battalion from Utah through Yuma.



We visited Pivot Point in the National Heritage Area and the Ocean to Ocean bridge before driving out by the Cloud (Model T Ford) Museum and the Imperial Date

Gardens to the site of the Pueblo and Mission to St Peter and St Paul in Bard California. Built in January 1781 to protect the Anza Trail it was attacked and destroyed by the Quechans it in July of that year, closing the Trail and severing links between Sonora and Alta California. Nearby is the Mission Cemetery.



Michael & Rebecca Bromley and Pedro Celaya of the Idaho Chapter at the Mission Cemetery.

Next stop was the Old Wood Plank Road in the Imperial Sand Dunes, built in 1916 to lure people to San Diego and away from Los Angeles.



It was abandoned in 1926. The border wall running across the dunes can be seen from here.

Our final stop was on the Algodones Road at the Memorial to Hernando de Alarcon's Expedition of 1540. It was at this point that Hernando became the first non-Indian to sight Alta California. His Mission had been to supply Coronado's Expedition to find the fabled seven Cities of Cibola! An interesting end to an engaging Symposium!

Diaries Across Idaho

Snake River Plain

By Jerry Eichhorst

After leaving The Narrows along Ross Fork, the Oregon Trail traveled across the Snake River Plain on the east side of the river. The deep sandy soil was difficult for the heavily laden wagons to navigate. Over the years, a number of trails were scattered through the area, often confusing emigrants and causing them to get lost and have to backtrack in their journey. Numerous springs and streams crossed the plains which were covered in lush grasses.

In, a few miles we entered a beautiful level plain, although very sandy, through which we traveled eight miles; entered the river bottom; the most sublime place we have seen since we left the South Fork of Platte River; a number of fine springs rose in the level plain, shaded by small willows. We continued our march through a grove of small willows, with a few large cottonwoods;

Jesse Harriett, July 29, 1845

...The last seven miles is over a sandy plain; it was dry, and very heavy traveling. Our camp was at a large spring of cold water; grazing was very good.

Joel Palmer, August 7, 1845



This day moved down the creek, came to a sandy plain; crossed the sandy plain down to the river bottom and camped within four or five miles of Ft. Hall.

Loren B. Hastings, August 18, 1847

Very hard day for the cattle, seven miles of the road being through the worst sand we have had since leaving the Platte.

Charles A. Kirkpatrick, July 10, 1849



...travelled 18 miles & camped on a branch of Snake river, here is a large bottom & many find Springs in it which makes the road difficult to travel fine roads today till evening, then 5 miles of heavy sand roads

Alphonse B. Day, July 26, 1849

Throughout the day the sand was very heavy, and the middle of the day [was] extremely warm. During the day the train became, in many instances, completely exhausted.

Major Osborn Cross, August 4, 1849

We have traveled over sage and sand 10 miles lost our way and 4 miles out of the road to the new road and came to snake river and camp on it

Mary Stone Smith, July 19, 185

Idaho Chapter OCTA
2908 Whitehaven Place Eagle,
ID 83616



IOCTA Officers and Directors

<i>Jerry Eichhorst</i>	<i>President</i>
<i>Don Wind</i>	<i>VP - East</i>
<i>John Briggs</i>	<i>VP - West</i>
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