



**I-OCTA Members have Membership in National OCTA. All Dues Paid to OCTA, Box 1019, Independence, MO 64051-0519**

XIX Issue 5 June 2006

James McGill, Editor

[jwmcgill@pobox.com](mailto:jwmcgill@pobox.com)

208 467 4853/ Cell 250 6045

## **THE OREGON TRAIL APPROACHING GLENN'S FERRY**

EDITOR

The miles of Oregon Trail across the plateau above the southern side of the Snake River, which runs from near the town of Hagerman, ID, over the Fossil Beds Monument and on to the river crossing points near Glenn's Ferry, was once well marked by Wally Meyer. A time finally came that the whole route needed to be re-marked for more than one reason. The story in the May 2005 issue of *Trail Dust* and the reminder photo in the April 2006 issue concerning the trail damage being done by motorcycles was one primary reason. (The Spring 2006 issue of *The River Road Review* of the Nebraska chapter of OCTA picked up that photo and printed with it the Idaho information about the damage.) During the last marking trip of the burned South Alternate trail west of Glenn's Ferry, on March 30, 2006, BLM Archeologist from Twin Falls, Jeff Ross, strongly supported the need for the work back to the east on the main Oregon Trail.

The historic Kelton Road also once crossed the river upstream from Glenn's Ferry, crossing the land east of the Oregon Trail variant that led to the two-island crossing. Extensive damage has been done across all routes. The BLM wants all the trail routes clearly marked and a review of the mapping accurate enough so that evidence will support efforts to stop the damage—possibly by completely closing the area to all off-road motorized vehicles!

On Thursday, June 8, nine people started marking the trail route NW from the farmland on Black Mesa along the route that led to the Three Island Crossing of the Snake River. Rancher Allen Thompson and wife Kim, helped that day in getting vehicles moved to the pick-up point more than 3 miles to the west. Five I-OCTA members and two BLM personnel from Twin Falls, Jeff Ross and Max Yingst, hiked that pristine trail together.

The pleasure of sharing together the trail, which few people get to see all the way across, was indescribable. Wally Meyer covered the trail that he had marked many years ago, and our dependable Bill Wilson also trudged the trail. Later on that day Lyle Lambert continued with only Patti and this Editor, and we marked some of the trail to the south of the Three Island State Park

(Continued P. 2)

## **HEIR OF TIM & JENNIE GOODALE**

**The March 2006 *Trail Dust* included part of the story of the descendents of Tim and Jennie Goodale with two historic photos of their daughter and children.**

Winona's little girl, Margaret, in the photo with the story of her losing her mother, now has a "Margaret" granddaughter! (The first Margaret was Winona's half-sister who died at age 13.) This third Margaret is a fine young

Margaret Carter Photo



**MARGARET HELEN CARTER, G-G-GRANDDAUGHTER OF SHOSHONI, JENNIE GOODALE--FOSTER CHILD, RALYNN**

lady who is very proud of her Shoshoni Indian heritage, lives on the Yakama Indian Reservation and teaches children there. It has been the privilege of Patti and this Editor in becoming acquainted with Tim's and Jennie's own great-great-granddaughter, and family members!

Margaret has been so helpful with her mother, Patricia Carter, in sharing the Goodale descendents' history and photos for our recently completed research paper, *Goodale's Cutoff Across Oregon and the Goodale Family After the Wagon Train*. We could not have found more deserving persons with which we have been able to share our research, and help close a gap in their ancestral history—the Goodale connection before Winona! And Margaret also cares very much about the Shoshoni link.

**ORE. TRAIL, GLENN'S FERRY** (Cont. from p. 1)  
land that winds back and forth along Slick Ranch Road (also known as Solosbal Road). McGill Photo



**OREGON TRAIL SWALE WEST OF ROSEVEAR GULCH**

Bill Wilson and Jeff returned on Friday and we marked the second O.T. route to the east that led to the *Two Island Crossing* of the river. Near the end, at the river, we found that not only were two branches of the *trail very damaged*, about .5 mile each, but an area of BLM land has been overrun by a large herd of trespassing cattle. There is almost one full quarter-section of land involved! Almost every bit of foliage and brush was cleaned out! Jeff Ross is working on his problem.



**FROM A PRISTINE TRAIL AND NEAR-ORIGINAL VIEW-SHED TO BLEAK TWO-TRACK RUTS & UGLY FOILAGE**

In the afternoon Patti and Jim McGill visited the Park Center and talked with Kathy Pruett. Kathy gave permission to check the trail routes across the park land. By 6:00 pm all the trails that cross to the river had been covered across the BLM and park lands and were re-

marked, finding only 6 old markers still standing.

Saturday, June 10, two McGills started covering the various trail branches from the SE corner of the Black Mesa. On the maze of trails that criss-cross Deer Gulch to the SW of the Pilgrim Stage Station site, every rut possible was covered until the rut-nuts ran out of markers. There are a few short segments/variants that were missed within the large loop of trails across sections 28-29, which will need to be checked later.

Almost 100 new posts were placed in the three days, some replacing old worn out posts and some new markers in areas where nothing was found. A few short variants were found in places, braids that needed to be marked. About 25 old posts were re-decaled. These were good enough to hold the decals for some time to come.

The motorcycle trail-damaged areas were marked with exception of the Kelton Road that crosses the area. As soon as Jeff Ross has the ordered decals that will be finished, along with more trail segments closer to the Hagerman Fossil Beds park. Decisions will then need to be made about protecting all those trails against the kind of damage that has been occurring!



**DOWN WEST DEER GULCH, MARKER & FADED DECAL**

**FIVE GROUPS ON A GOODALE TRIP**

What had begun as a planned Canyon County Historical Society field trip on May 27, on the Crane Creek central variant of Goodale's Cutoff resulted in a trip attended by members of three County Historical Societies, I-OCTA members and a BLM representative. Canyon, Gem and Owyhee Counties were represented and Dean Shaw, Boise BLM office, co-led with this Preservation Officer.

During the last several months of discussions about the Goodale North routes, and upon a review of the collected information in the paper, *THE GOODALE NORTH: Trail Route from Boise to Brownlee Ferry*, Dean Shaw had chosen to approve the marking of the BLM lands part of the variant trail north of Emmett, ID. Starting on a preserved section of the trail that crosses about 1.5 miles of combined Idaho State land, private land and BLM land, near Haw Creek, markers were placed on some well worn swales that have resisted time.

Communications with the private land owner from Emmett in getting permission to access his land were positive, and at least three markers were placed on the remaining trail on two sections of his land. This is an important access because he also owns on strip of land to the north where the trail follows Fourmile Creek, and so maps, Goodale information and other relevant facts were conveyed to him to support the route. He had at first expressed doubts that remnants of the 143 year old trail could still be in existence!

That route was the second route and subject of the W. P. Horton trail report of April 1863, opened that year to wagon traffic. It was also the route of the 1881, 40 wagon train of the Emily Towell *Diary*, featured in the April 2005 *Trail Dust*. Four more sections of the trail were marked where access was easy near the present gravel roads, before reaching Little Willow Flat. **McGill**



**PARTICIPANTS AT THE SUCKER CREEK CROSSING AND THE DEFINED SWALE STARTING UP THE NORHT SIDE**

Markers were placed from Sucker Creek to Rock Creek along Big Flat Road, some from Fourmile Grade Pass north for about one mile along Fourmile Road, a few from the Washington County line to the area of Indian Creek and three more along sections of ruts along a mile prior to reaching Little Willow Flat.

Though some markers were place during the outing the emphasis was upon the history of the trail and the enjoyable experience of traveling the historic route. Many expressions of thanks were offered from some people who had never before taken a trail related trip, and one family wanted all possible information about OCTA and I-OCTA in hopes of joining our group!

**FIRST 'JEFFREY-GOODALE' DECALS**

During a June 3, 2006, Jeffrey-Goodale Cutoff trip to the area of Craters of the Moon Monument land and the Big Cottonwood Ranch site, the first new markers with "Jeffrey-Goodale" decals were placed on that trail. Since the new *OCTA Overland Trails* map now indicates this name, more accurately designating this route and giving John Jeffrey credit for his part in opening that route, the BLM has agreed to this name change. Dick Hill, BLM at Idaho Falls, ordered the first new decals for I-OCTA.

Fred Dykes' research that brought this emigrant route out of the historical obscurity, in which is had eventually been designated only as Goodale's Cutoff and recognized with little importance, had given reason to add Jeffrey's name and to credit him with first opening and the supporting use of the route.

The group involved with I-OCTA members was an unlikely and unique group of botanists! During a reunion of graduates from Pomona College in California your Editor was invited to make a presentation on the Cutoff and the Goodale history. They met in a camp-out, botanizing trip along the trail, camping almost on the route through the above two sites near the Blaine-Butte Counties' line. Their interest in the trail seemed to be quite exceptional! We may have some new members from this effort, especially a Shoshone, ID, lady!

Brian Bean, long time OCTA member, owner of the Big Cottonwood and the Lava Lake Ranch and an outstanding friend of the trails, is a graduate of that school, and they attend reunions in many places during the summer. (Those lands are both on the Jeffrey Goodale Cutoff.) Last year it was in Death Valley, and many people can remember the wet weather of 2005 that made that site a blooming paradise—great for botanists. Brian invited the reunion for Idaho and his ranch this year!



**BILL MAULE AND PATTI MCGILL ON THE TRAIL, GOING UP JULIUS MERRILL'S "VERY STEEP" HILL--SEPT. 2, 1864**

Some people were involved in the marking, and a new friend, Bill Maule from Seattle, was pleased at being able to pound his first carsonite trail marker, as well as hiking some parts of the ruts. Notable was the hill trail recorded in *Julius Merrill's Journal*: "Splendid feed last night but no water [dry camp inside Craters northern gate with marvelous meadow still there today]. Springs one mile in advance [little cottonwood creek] and feed all burnt off near them. In going *over one hill which was very steep* we came near upsetting our wagon. . . At one place we were obliged to drive over a huge rock just a little wider than the wagon. Had we gone to the right or to the left the wagon would have rolled over."

Parts of the route had never before been marked including the little hill/pass that Merrill recorded, *Class #1 trail and very deep swales*. Much of the trail follows

along within feet of the basalt lake that was a result of the Craters lava flow, which filled several valleys up to the steep foothill sides. The wagon trains barely had soil enough between the basalt and the hillsides to follow the winding route for 50 miles, sometime having to cross projections of land-ridges to get through. McGill



**FIRST NEW-NAME MARKER AT WESTERN GATE OF BIG COTTONWOOD RANCH, & POMONA BOTONIST PARTY**

The improved road is mostly on top of the old trail. The Cutoff became a stage road in 1880, for the Alexander Toponce stage line, and that Arco to Bellevue highway became the main travel route east and west. Thus needed improvements left the graded road little resembling the original trail in most places, which had been narrow, rough, unleveled and sometimes axle-hub close to basalt wave projections!

There are many miles of that trail across south-central, and the whole Goodale route awaits much future work! The Boise to Brownlee Ferry site finishes the Idaho route, but Oregon finished the Goodale Cutoff to Baker.

---

**The Idaho Statesman 05-18-2006**

*The search for the Oregon Trail time capsule has ended.* Workers were finally able to separate the Statehouse lawn's Oregon Trail monument from its base Wednesday, but the time capsule believed to have once been inside was long gone. A cavity inside the monument contained only "rusty remnants" of a 5 by 5 inch tin box thought to have contained historical items, Meeker Monument Centennial Chairman Mark Baltes said. The time-capsule box reportedly was placed inside the monument when Oregon Trail pioneer Ezra Meeker dedicated it a century ago.

A 1997 "Answer Man" column in the *Idaho Statesman* reported that the box was found and opened after a tractor accidentally tipped the monument over in 1984. A 1906 newspaper, a medallion and other objects reportedly were inside. "Rumors have flown back and forth, but nobody's been able to substantiate anything, so this is an intriguing piece of information," Baltes said. "It's probably the only piece of documentation that even talks about what happened to it."

The column didn't say what became of the box or its contents; that apparently will remain a mystery. "Unless something unexpected happens, we've brought this to a conclusion," Baltes said. "It would have been nice to have found a time capsule, but this point I feel like we've done everything we

can [do]." [The contents appear to be gone forever!]

Baltes and others expected to unveil the time capsule amid cheering and speeches by dignitaries May 9 — exactly a century after the monument's dedication. But the ceremony, which attracted a Meeker descendant and hundreds of schoolchildren, came up empty.

[Thanks to Bill Wilson for this update!]

---

**BILL WILSON'S TRAIL EXPERIENCE**

Last Thursday and Friday I was down helping I-OCTA mark some of the Oregon Trail as it approached Three Island Crossing at Glens Ferry, ID. There are numerous routes down to the water's edge, for crossing at the Three Islands (they actually only used the two upstream of the three, for the crossing). Then there is the Two Island Crossing, which is upstream a ways from the Three Islands. And when Glenn built his ferry across the Snake (just downstream from where the I-84 bridge crosses), most of the immigrants used that in later years.

On Friday I remembered to bring a copy of the P. V. Crawford diary of 1851 (he was in the train that John and Mahala Wilson were, presumably, traveling with), and re-read the section where they arrived at, and crossed the Snake River. I hadn't read that portion of the diary for some time, and didn't remember that P. V. Crawford recorded that they crossed near the Two Island crossing, by using two corked wagon beds as a ferry--- and crossed all their wagons by that method. A couple of the pictures I took on Thursday turned out to show Rosevear Gulch very well, thus giving you an idea of the terrain they traveled. I'm going to quote three days of Crawford's diary, as it relates to this part of their trip, and attach my pics.

**"July 30. -- This day we traveled twelve miles. The first four or five miles were very hilly and sandy, then four miles of level sandy plain. Then down a ravine to a dry channel [Rosevear Gulch], that has the appearance of being a large creek at times, but is at this time perfectly dry. We followed the channel down to the river. Here camped, but had to swim our cattle across the river to grass. This is now called the upper crossing of Snake River. Here we decided to cross over to the north side.**

**"July 31. -- This day we spent in arranging for and crossing the river. We accomplished this by corking two wagons and lashing them together. By this means we were able to ferry over a wagon and its load at each trip. By noon we had our boat ready and began operations, but found it slow business, but succeeded in getting all over safely, but not the same day, for we had to lay by on account of wind. Leaving part of our camping on each side of the river, here we had both sides to guard.**

**"August 1. -- This day we completed crossing our fifteen wagons before night. Last night we had three horses stolen, and three more shot in the shoulders with arrows. Grass is good here, but Indians are very bad."**

Rosevear Gulch Mouth pic: This pic shows the lower end of Rosevear Gulch, and the area where our Wilsons camped with their train, before they crossed over to the north side (where Glens Ferry, ID, is now). Looking NW, in the top center of the pic, you can see the up-stream end of the two islands that were used for crossing the Three Island crossing. **Bill Wilson Photo**



**WILSONS' 2 ISLAND CROSSING JUST ABOVE MARKER**

Hope you enjoyed this little vignette of our *Wilson's* traveling to Oregon in 1851.

Bill [Trip June 8-9, Oregon Trail, page 1 story]

Jim,  
Thanks for the message. I loved your presentation Saturday [May 20, Celebration Park—The *Utter Train* story]. I'm trying to introduce my Scouts to all the history that surrounds them within nearly walking distance. I have a pretty decent library of Idaho and Northwest history. I plan on *gaining membership to OCTA*. I can't participate in too much but I do love the stories and history. Thanks again,

Stan Soran, [Nampa, ID]

Jim  
Thank you for the copy and thank you for speaking at our Lions Club [May 16]. I have already ordered The Utter Disaster book. Best regards, Bruce Skaug

Doug and all:  
I thought I would give you a brief summary of the outing we had last Saturday up at Brownlee Reservoir to follow the old road out of the canyon. I met Jim and Patti McGill, Lynn Porter, and Gary (from Cambridge) in Cambridge and took them across the lake to Road Canyon. The lake was down about 25 feet and there was clear evidence of an old road coming up the bottom of the canyon and heading west. The others followed the old road and hiked to the top of the canyon. It took them about 5 hours. I stayed with the boat which meant I might as well fish. I caught 25 *smallmouth bass* within a quarter mile of where I dropped them off.

It was especially pleasing to help allow Jim to get to explore this area that he has become so involved with. I

think that everyone had a good time although most of the hikers looked pretty worn out upon their return.

Jerry [Eichhorst]

Jim,  
Thank you for sending me the *Trail Dust*. I find it a wealth of information and really appreciate all your hard work. I am planning on *joining you and Stafford [Hazelett, NWOCTA Mapping/marking Chair] on June 23-25 for the Goodale trail search*. We had so much fun at Vale last year, I wouldn't miss it.

Thank You Again, Rich Herman

Hi Jim---Enjoyed you Glenn's Ferry pic's. Today's [*Idaho*] *Statesman* --Mon, June 12—page two on very left hand edge had a 4-5 inch article named "New Trails offer views of Barber Valley, Foothills" on the "expanded --boundaries of the Oregon Trail Historic Reserve by 13 acres" --etc. Thought you might be interested with Elderhostal and potential convention in mind?? Gil is getting around without the cane now pretty good.

Jane [Wylie]

[Jane also reminded us that the new U.S. quarter-dollar coin for Nebraska has an embossed picture of an *Oregon Trail wagon and Chimney Rock* on the back of the coin.]

## Emigrant Names 2

### Census of Overland Emigrant Documents



#### Order your EN2 set now!

Over 70,000 trail-related names from mid-nineteenth century Oregon/California Trail journeys are in this 2 CD set of document surveys. Find full information from over 3200 documents found in libraries around the US. OCTA, with the financial sponsorship of the National Park Service, US Dept. of Interior, has created this incomparable research tool. The COED committee volunteers have created the program to be easy to use with Windows 98 or higher systems. Not available at this time for MacIntosh. The cost is \$39.95 plus postage and handling. Order from the OCTA Store at **888-811-6282**, or on line at: [www.octa-trails.org/store](http://www.octa-trails.org/store)

Jim, Still can't get over the difference between the Idaho and Wyoming BLMs. Here they go around asking for handouts despite the feds raking in millions of dollars in mineral development severance payments. In Idaho they handout challenge cost share funds. Randy Brown, OCTA Marking

## I-OCTA OFFICERS AND STAFF

**Douglas Jensen** - - President [jensondd@ida.net](mailto:jensondd@ida.net)  
**Lyle Lambert** - - Vice-Pres. [Antiquesaz@aol.com](mailto:Antiquesaz@aol.com)  
**Jerry Eichhorst** - - Vice-Pres. [jeichho@mail.com](mailto:jeichho@mail.com)  
**William Wilson** - - Treasurer [ma\\_bill@msn.com](mailto:ma_bill@msn.com)  
**Kay Coffman** - Secretary [minikatz2@aol.com](mailto:minikatz2@aol.com)  
**James McGill** - Preservation [jwmcgill@pobox.com](mailto:jwmcgill@pobox.com)  
**Jerry Eichhorst** - Webmaster [IdahoOCTA.org](http://IdahoOCTA.org)  
**Peg Cristobal & Jane Wyllie** - - Historians (below)  
**William Wilson** - -Membership Chair (above)  
**Wendy Miller**- Library Chair - -  
[canyoncountymuseum@netzero.net](mailto:canyoncountymuseum@netzero.net)

### Board of Directors

**Peggy Cristobal** [crispp@mindspring.com](mailto:crispp@mindspring.com)  
**Walter Meyer** [wallywanch@worldnet.att.net](mailto:wallywanch@worldnet.att.net)  
**Gil Wyllie (Jane)** [gilwyllie@msn.com](mailto:gilwyllie@msn.com)  
**Clair Rickets** [virginia@northrim.net](mailto:virginia@northrim.net)  
**Lynn Porter** [k9hrd@hotmail.com](mailto:k9hrd@hotmail.com)

### OREGON GOODALE'S CUTOFF HISTORY

The latest research that has opened up the history of the descendants of Tim and Jennie Goodale is **now available on CD or in print**. This 85 page research paper also includes a year by year history of Tim's & Jennie's many frontier involvements, as well as part of the family descendents history from 1862 to the present. There is a

multi-photo report of the Zigzag road area attached. Request CD in **Word or PDF** from this Editor for \$5, including mailing, or in the printed paper for \$9 with mailing. **We care to share at just about cost!**

---

### **RENEW TRAIL DUST SUBSCRIPTION NOW!**

On page 1, under the masthead, the readers will see that **membership in I-OCTA is now fully connected to national OCTA membership**---all are welcome. Request a brochure from this Editor.

If you wish only to retain your subscription to *Trail Dust*, \$10 per year (about the actual cost of printing and mailing) will be sent **Bill Wilson, Treasurer, 5204 Waterwheel Dr., Boise, ID 83703-7301**. Your subscription is now needed for one more year!

---

**In reference to Randy Brown's note on the last page, Dick Hill, BLM Idaho Falls, first notified I-OCTA staff of a \$4500 grant for trail mapping in Idaho. Then Jeff Ross indicated to the trail workers at Glens Ferry of a \$4000 amount through his office in Twin Falls. We have lots of remaining trail miles to finish, and we do appreciate our BLM partnerships in Idaho! JWMc**

---

James McGill, Editor  
Idaho Chapter of OCTA  
305 Melba Drive  
Nampa, Idaho 83686