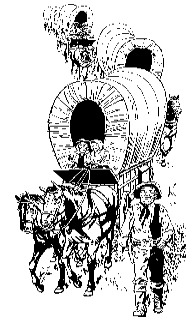


Trail Dust

Newsletter of the Oregon-California Trails Association, Idaho Chapter
Vol. XXI Issue IV *Amy Ballard, Editor* 208.764.3631 Aug/Sept 2009



Granite Pass California Trail Outing

Article and photos by Jerry Eichhorst



Salt Lake Cutoff approaching City of Rocks station site. Area burned several years ago.

On Saturday, August 8, City of Rocks National Reserve Chief of Cultural Resources Specialist Kristen Bastis and Trenton Durfee, Park Ranger, led a small group of IOCTA members and local residents Stan Lloyd and his brother Arlo on a tour along the Salt

Lake Cutoff, over Granite Pass, and down to Goose Creek. IOCTA members in the group were Doug Jenson, Jerry Eichhorst and Lyle Lambert. Marvin and Dorene Burke came from Colorado to join the outing. We thank them for joining us again.

Starting at the COR visitor center, the group followed the Salt Lake Cutoff to the Kelton Road station near Twin Sisters. From there the group used local and ranch roads to follow the California Trail to Granite Pass. Much of this route was on the private property of ranch owner Bob Ward who was with us on the outing. A cool overcast day added rain to the mix while at the summit. Unable to follow the California Trail down

the mountain because the road is now overgrown and washed out, we were treated to a winding route around the mountains via the Vipont mine into Birch Creek valley. After exploring the trail routes down the steep hillsides into the valley, the group ate lunch before continuing on. Traveling down to Goose Creek valley, we headed south up the creek following the route of the California Trail to the Nevada border.

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We would like to express our thanks to the City of Rocks National Reserve park superintendent Wallace Keck for arranging the outing, as well as guides Kristen and Trenton for their expert leadership. We would also like to thank **(Cont. on page 2)**



Gradual Ascent to Granite Pass

the J.R. Simplot Company for allowing us to access the stage station and ranch owner Bob Ward for allowing us to visit Granite Pass through his property. As many of you know, there are a number of power line projects which are being proposed to cross Idaho. One of the possible routes would take the power lines along the south edge of the City of Rocks Reserve and up through Granite Pass. This construction would destroy the beautiful secluded scenery of the area and place the lines on top of the California Trail. Please see Doug Jenson's story on page 5 in this issue about what can be done to help prevent this from happening.



Looking west from Granite Pass in the rain



Descent to Birch Creek valley. Area burned several years ago.

Final Reenactment of Three Island Crossing

Photos courtesy Allen Morrissette





2009 National OCTA Convention Report

by Doug Jenson

Some seven attendees of the OCTA convention in Loveland, CO, Aug. 19-22 were from Idaho. Prior to the convention, the national board of directors met on the 18th. Many reports and proposals were discussed. There are several situations regarding acquisition and protection of trail areas in NE, WY, and ID. A major topic was the sweeping language of the waiver form commonly used on OCTA outings. Most seem to be in favor of rejecting the present form, to be replaced with something along the lines of an “acknowledgement of risk.” This was not finalized.

The convention proper began on Wed., with the presentation of colors, etc. A general business meeting followed, which included ratification of the election of members of the board of directors. After all the fallout, there are now four new board members: Matthew

Ivory (Utah), Quackgrass Sally (MT), Doug Jenson (ID), and Billy Symms (OR). The first three were the winners in the election, along with Duane Iles (KS). Duane resigned to become vice-president, so Billy Symms, the runner-up in the election, was named to fill the vacancy. Glenn Harrison, ending his term as president of OCTA, handed the gavel over to Bill Martin, the incoming president.

Also on Wed. there were assorted presentations. Since the convention was in Colorado, a major topic was the Cherokee trail, stagecoach trails in that area, and frontier forts. Jack Slade, a supervisor for the stage routes, as well as something of a notorious “outlaw”, was frequently mentioned.

Late afternoon there were chapter meetings. A topic of discussion was the Gateway transmission line project, and also the options for IOCTA chapter leadership. The meeting was attended

by the McGills, the Wilsons, the Paynes, Julie Videon, Otis Halfmoon, and me.

Wed. evening was the world premier of the movie, *In Pursuit of a Dream*, which OCTA and Boston Productions has been working on for several years. The gist of the movie is that 24 teenage kids, from all walks of life, are taken out on the trail for a couple of weeks. They had a great deal of assistance, among others from Dave Vixie, an out-going OCTA national board member. The kids endured all sorts of problems and situations, and dealt with many trying circumstances.

Thurs. was filled with bus tours. Again, the Cherokee Trail was a major feature. Several of the tours ended up at Virginia Dale, where lunch was served at the stage coach stop built by Jack Slade in 1862. There were some presentations, including a memorable impersonation of Virginia Slade, Jack Slade's widow. Slade himself was lynched by vigilantes in MT in 1864.

Friday brought more presentations and workshops. I attended a workshop on National History Day. I believe that both IOCTA and OCTA itself should be strongly involved in NHD.

There were repeats of most of the tours on Sat.

Coming Events

North Alternate Tour

A tour of the North Alternate Oregon Trail will be led by Jerry Eichhorst on **Saturday, Sept.19**. Meet at the rest area on Highway 30 south of Hagerman at 9:00 am. The tour will follow the route of the NAOT from the crossing of the Snake River above Salmon Falls to Hot Springs Creek where it rejoined the main Oregon Trail. Bring your CB radios.

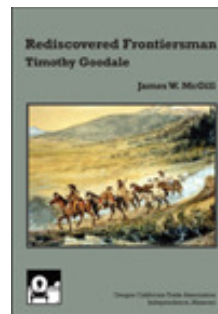
Fall Membership Meeting

Mark your calendar for IOCTA's fall membership meeting at the Jerome Public Library at 100 1st Ave. East, Oct. 10 at 10 a.m. Plan to lunch at the Double A Café just one block away. Peg is working on a tour for afterward.

Rediscovered Frontiersman: Timothy Goodale

Review by William Wilson

The Goodale Trail, an Oregon Trail cutoff through southern Idaho, looms large in my experiences with IOCTA during the past 20 years. I've been on numerous tours of various sections of it, as well as marking expeditions (even where it leaves Idaho and continues through part of Oregon). But who was this wagon train leader for whom the cutoff was named? I'd read bits and pieces, just enough to tantalize, but it wasn't until Jim McGill began to research Timothy Goodale that the story began to take shape. And a fascinating story it is, as you'll discover as you read Jim's book.



As Jim began his research, he uncovered several descendants of Goodale and his Shoshone Indian wife, Jennie. Jim informed them of their ancestry, which was previously unknown to them.

But there was one last bit of information that had eluded all other researchers: where did Goodale disappear to? Because of a mistake by a reporter identifying another man as Goodale in

Washington, D.C., in the early 1890s, it was assumed he'd spent the last 20-some years with Indian tribes in Montana. But Jim made one last Internet search for information about Goodale---and got a "hit" in the Oregon state archives about Goodale's estate. Upon receiving copies of the material, Jim learned what no one else knew---that Goodale had been murdered in 1869 by a neighbor who bore him a grudge. This explained many later happenings, including Jennie's marriage to Jacob Highbarger, fairly soon after Goodale's supposed disappearance.

Rediscovered Frontiersman is divided into three parts: 1.) Timothy Goodale's early life; 2.) the Goodale Cutoff as first traveled in 1862; and 3.) the Goodale family, including the story of Tim's murder.

Knowing what happened to Goodale makes reading these details of his early life and his leadership of the large wagon train through Idaho and Oregon seem almost like reading a suspense novel. We learn that he was universally well liked and well known throughout the West. I think this will be the definitive work on Timothy Goodale, and scholars will want to read this previously unknown chapter of Western Americana.

I highly recommend Jim McGill's book: *Rediscovered Frontiersman*, for your reading enjoyment. Whether or not you're interested in trail history, you'll enjoy the sheer adventure that was Timothy Goodale's life, even to its tragic ending. And after you've read the book, contact Jim by email for a copy of the several addendums of further research done after the publication of the book.

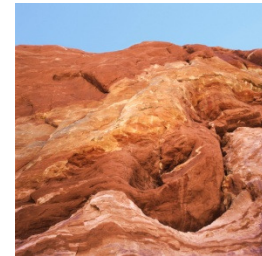
Gateway Project Raises Concerns

Editorial by Doug Jenson

Many people, members of OCTA and not, have been watching the Gateway West Transmission Line project. The potential for impact on the emigrant trails within Idaho is enormous.

Briefly, the folks behind it all want to build some additional power transmission lines between eastern Wyoming and southwestern Idaho. They have been busy laying out potential routes, filing statements, holding hearings, etc. Fundamentally, we don't argue with the need for electrical power transmission. Our concerns are with the routing.

One of the "Preliminary Proposed Corridors" (everything is preliminary at this point) goes right across the Parting of the Ways, along the Raft river, and follows the pristine Oregon trail ruts west from there. Another "Considered, Not Proposed" route would go across the south end of the City of Rocks area, straight up Granite pass on the California trail.



We've been hearing from landowners in the proposed areas, official personnel at the City of Rocks, and interested trail buffs. All want to know what they can be doing, and what IOCTA is doing. I attended one of the scoping meetings, and also filed some comments on the Geotechnical Environmental Assessment. Del Mangum also filed comments. Wallace Keck, Superintendent at City of Rocks, has also been busy writing letters and attending some hearings.

Each of us can be involved. See http://www.wy.blm.gov/nepa/cfodocs/gateway_west/ and let them know of your concerns. Get on their mailing lists, and respond when there is an opportunity. Look at the maps, etc. so you understand where they are going with this.

Doug

Special Thanks

I want to thank Jean Eichhorst for her expert help with photo editing this issue.

Thanks, too, to all of our contributors. Once again, you've given us an issue rich with trails-related content. I've also got a great story for next time from Jim McGill with some of his latest findings on Tim and Jennie Goodale. I love it when I don't have to write! Keep those articles coming.

Amy Ballard, Editor

Candidates Needed

Candidates are needed for offices in IOCTA. Why wait? Get involved and share the fun! Contact any officer or BOD member for more information.



Kristen Bastis and Lyle Lambert near Kelton Road stage station

Please let us know if you've changed your e-mail address so we can keep our files up-to-date. The address is idahoocta@gmail.com.

Want to contribute to Trail Dust? Have "that perfect photo" from a recent outing? Please contact me at amy@amyballard.com. I'd love to hear from you.

From our Readers

Thank you once again for a very fine and well prepared newsletter.

We took the two treks with Doug Jensen and Jerry Eichhorst. They provided a great deal of information, and the best part was, both groups were a delight. Jake, the dog, also had a great time chasing some cattle through the mud. The time went too fast, which indicates we thoroughly enjoyed ourselves.

Marvin and Dorene Burke



California Trail near Granite Pass

Diaries Across Idaho

Granite Pass

by Jerry Eichhorst

The California Trail traveled through what is now known as the City of Rocks in southern Idaho before climbing a high mountain and crossing Granite Pass. The ascent was relatively gradual and as easy as mountain climbs can be with an ox team and wagon. A spring near the pass provided water and a place to rest. Charging down the west side of the mountain, the road dropped down steep hills into Birch Creek valley and then over a small ridge into Goose Creek Valley.

Many diarists comment on the height of the mountain, the spring near the pass and the steep descent to Birch Creek. Some write about using ropes or dragging trees to slow the descent of the wagons. Others simply locked their wheels and took their chances bouncing down the steep hill.

Friday, August 14 – Traveled today 16 miles, some part of the way bad road through ridges of Snake River Mountains, and camped at a spring in a narrow gap of the mountains with knobs ahead of various shapes and form. 16 miles.

Saturday, August 15 – Traveled 7 miles over very broken ground and road rough to Goose Creek...

Virgil Pringle, 1846

August 23 ...The mountains that show themselves today, look grand, and beautiful. Ascending the mountain through a high gorge, and when at the summit we found spread out before us the most beautiful mountain scenery that I have seen on the road. Our elevation is very high, so that the mountains that lie before us on the opposite side of the valley, seem to increase in magnitude as they rise one above another, in the succession of their ranges. Our distance today is fifteen miles.

Friday August 24th Left camp at eight o'clock, and passed down the mountains, some of the road is very bad, and some of the hills to go down are very steep, to Goose creek...

Gordon Cone, 1849

July 29 ...this continues to be a hilly and rough country. Our pathway down to Goose creek valley was so steep that many persons attached small trees to their wagons as a help to let them down easy. We were in too big a hurry so let our wagons slide with the two hind wheels rough-locked; we gained the bottom as soon as the best of them, but our drivers and teams got mixed up somewhat and a great deal demoralized. One driver started down hill on the wagon box but landed at the bottom on top of the lead mule; another slid off his box sideways but kept going down, down, until the bottom was reached...

John Hawkins Clark, 1852

Aug 10 – ...About noon we commenced crossing the Goose Creek mountains, ascent gradual and easy but the descent very long with steep pitches. One place was so steep that many had let their wagons down with ropes. We however locked all our wheels and slid down without difficulty...

William Henry Hart, 1852

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