

Utah State University

DigitalCommons@USU

Elusive Documents

U.S. Government Documents (Utah Regional
Depository)

1975

The Navigational History of Bear River: Wyoming, Idaho, Utah

C. Gregory Crampton

Steven K. Madsen

Follow this and additional works at: https://digitalcommons.usu.edu/elusive_docs



Part of the [Environmental Sciences Commons](#)

Recommended Citation

Crampton, C. Gregory and Madsen, Steven K., "The Navigational History of Bear River: Wyoming, Idaho, Utah" (1975). *Elusive Documents*. Paper 74.

https://digitalcommons.usu.edu/elusive_docs/74

This Book is brought to you for free and open access by the U.S. Government Documents (Utah Regional Depository) at DigitalCommons@USU. It has been accepted for inclusion in Elusive Documents by an authorized administrator of DigitalCommons@USU. For more information, please contact digitalcommons@usu.edu.



THE NAVIGATIONAL HISTORY OF

BEAR RIVER

Wyoming . Idaho . Utah

by

C. Gregory Crampton

and

Steven K. Madsen

1975

HE
630
B4
C73
1975

STACKS

Crampton
C. Gregor

THE NAVIGATIONAL HISTORY OF

BEAR RIVER

Wyoming . Idaho . Utah

by

C. Gregory Crampton

and

Steven K. Madsen

1975

Submitted in partial fulfillment of Contract DACW05-75-C-0053,
Department of Army, Sacramento Corps of Engineers, Sacramento,
California, and the University of Utah, Salt Lake City, Contractor.

PREFATORY NOTE

The following pages bring together the outline of what is known about navigation on the Bear River, a stream whose waters flow across the boundaries of three states. As the record shows the Bear did not rank very high as a waterway of commerce and there has been precious little systematic historical study of the subject. This report is based on a lengthy list of sources, few of which supplied little more than fragments of information about navigational use of the river. The gleanings from written records, both printed and manuscript, were supplemented by interviews of persons knowledgeable in the history of the Bear River, or of sections of it. In some instances the information about navigation, or the absence of it, is based almost wholly on interviews.

The many institutions and persons who assisted the study are listed in the acknowledgements. The sources of information cited in the text will be found in a listing of the persons interviewed followed by a bibliography of published and manuscript works.

C.G.C.
S.K.M.

September 1, 1975

TABLE OF CONTENTS

	page
The Bear River	
Geography.	1
The Trapper Era, 1811-1843	3
The Overlanders, 1843-1869	6
Settlers and Railroads	9
Logging Activities on the Bear River ca. 1867-ca. 1935	
Evanston, Wyoming area, 1867-ca. 1869.	13
1867-ca. 1869	13
ca. 1870.	14
1870-ca. 1921	14
ca. 1873-ca. 1885	15
ca. 1873-ca. 1876	15
ca. 1910-ca. 1935	16
Montpelier, Idaho, to Corinne, Utah sector, ca. 1868-1869	17
Soda Springs, Idaho, to Corinne, Utah sector, 1868-ca. 1869	18
Georgetown to Soda Springs sector 1870's and/or 1880's.	18
Cache Valley area, ca. 1870-1880	18
Montpelier to Soda Springs, Idaho sector, ca. 1881-ca. 1882	19
The Lower Bear River and Great Salt Lake	
Commerce Between Corinne, Utah, and the South Shore of Great Salt Lake, 1869-1873	21
Salt Barge on the Bear River, n.d.	25

	page
Ferries on Bear River, 1848-1876	
The Mud Hen, 1848-1849.	26
Empey's Ferry, 1850-ca. 1862.	27
Hampton's Ferry, 1853-ca. 1859.	28
Packer's Ferry, 1861-1869	29
Ricks' Ferries, 1862-ca. 1870	30
Pescadero Ferry, ca. 1864	31
Cozzens' Ferry, 1864-1868	31
Mortensen's Ferry, 1867-1876.	32
Corinne Ferry, ca. 1869-ca. 1870.	32
Kutz Ferry, 1873.	33
East-West Ferry, 1875	33
Bear Lake Navigation	
Rich's Steamboat, 1894-1896	34
Trapping and Fishing, ca. 1895-ca. 1917	35
Dredges, 1902-ca. 1917.	36
The Columbia, ca. 1905-1910.	37
Cruiser in the 1930's	37
Bear Lake, 1975	37
Bear River Miscellany	
Utah Power and Light Company.	38
Trapping.	38
Paris Cooperative Institution	38
Recreational Boating.	39
Bear River Gun Clubs.	40
Bear River Migratory Bird Refuge.	41

	page
Acknowledgements	43
Interviews	45
Bibliography	47

LIST OF MAPS AND ILLUSTRATIONS

	page
Maps	
Logging Activities on the Bear River	
Evanston Area	14
Montpelier to Corinne	18
Soda Springs to Corinne	19
Georgetown to Soda Springs	19
Cache Valley Area	19
Montpelier to Soda Springs	20
Map Showing Routes of Travel	
Corinne to Great Salt Lake	22
Ferries on Bear River	27
Map of Bear River Basin (folded)	59
Illustrations	
Steamboat <u>City of Corinne</u>	21
The First Steamboat on Bear Lake	34
The <u>Columbia</u> Cruising on Bear Lake	34
Barge on the Bear River Bay Project	42

THE BEAR RIVER

Geography. The Bear River, flowing through three Rocky Mountain states, is one of the West's most unusual and interesting streams. It is one of the longest (nearly 500 miles) rivers of interior drainage in North America yet from source to mouth the airline distance is only about 90 miles. The Bear should have been a tributary to the Snake River but in the geologic past a lava flow dam near Soda Springs forced the river to turn south and find an outlet in Great Salt Lake in the Great Basin, according to Waddell (1970). The Bear River drainage comprises about 7,320 square miles, Utah claiming the largest share (3,190) followed by Idaho (2,630) and Wyoming (1,500).

Since it extended across the great central route of American westward expansion, the Bear is identified with some of the more important chapters of western history. These include the trappers, the first overlanders to Oregon, California and Utah, and the building of the first transcontinental railroad by the Union Pacific and the Central (later Southern) Pacific railroads.

The Bear River rises in Utah on the high northern slopes of the western section of the Uinta Mountains. The east, west, Stillwater and Hayden forks, head on Hayden Peak, Kletting Peak, and Mt. Agassiz, all 12,000 feet or higher, and on lesser peaks in the general vicinity. All the headwaters area falls within the bounds of Wasatch National Forest. In its upper reaches the gradient is steep. From its head in the Uinta Mountains until the river reaches Great Salt

Lake the stream drops from 12,500 feet to 4,200 feet, a vertical distance of 8,300 feet (Haws and Hughes, 1973, 8). But over half of this drop comes within the first twenty miles in the upper reaches in Utah. Once the Bear River crosses the Wyoming line the valley widens and the river follows a low-profile, meandering course the rest of the way to the Great Salt Lake.

In its circuitous course the Bear River in its eastern half drains to the north flowing through rather narrow valleys separated by narrow canyons where the channel is well-defined. It flows from Utah into Wyoming, back into Utah, back into Wyoming and then into Idaho. Near Soda Springs, Idaho, the river reverses direction as a result of large lava flows which block any escape to the north to the tributaries of the Snake River. In its southward course the river crosses back into Utah in Cache Valley and finally reaches the Great Salt Lake. En route the Bear picks up the waters of some 50 tributaries the largest being Smith Fork, Thomas Fork, Little Bear River, and Malad River (Wolley, 1924, 20-21). In its southward reaches the river flows through rather narrow valleys separated by narrow canyons, or narrows, where the channel is well-defined. Cache Valley, which spreads across parts of Utah and Idaho is the most extensive valley in the basin. It is about 30 miles long and 10 miles wide and has long been known for its farm and dairy products.

Bear Lake, a navigable body of water, about equally divided between Utah and Idaho, is a natural reservoir receiving water from the Bear River through an inlet canal. Water is pumped from the lake back into Bear River through an outlet canal. In addition to Bear Lake, there are 155 lakes and reservoirs in the Bear River

basin with a capacity of 20 acre-feet and over. These provide nearly 480,000 acre-feet of storage and cover about 29,000 acres. Bear Lake provides 1.42 million acre-feet of storage and covers 67,000 acres (Soil Conservation Service, 1975).

The Bear River Migratory Bird Refuge, a reserve of 64,895 acres, is located across the delta of Bear River where it empties into the Great Salt Lake.

The Trapper Era, 1811-1843. In their epic westward crossing of the continent Lewis and Clark passed through the headwaters region of the Missouri and Columbia rivers some 150-200 miles north of the Bear River at its northern extension at Soda Springs. When Lewis and Clark reported rivers teeming with beaver in the mountains where Indians were friendly, interest was aroused in the western country. Trappers and fur traders - the Mountain Men - quickly followed the explorers to the heads of the Missouri and the Columbia. Within a few years their operations were extended southward to the central Rockies (Billington, 1960, 453).

In 1810 John Jacob Astor planned a chain of fur trading posts from the upper Missouri to Astoria at the mouth of the Columbia. In 1811 Astor sent out Wilson Price Hunt to set up the post at Astoria. When the party reached the Snake River, Hunt permitted five of his men to remain and trap the Snake River country. In June, 1812, Robert Stuart set out from Astoria with a small party homeward bound following the general route taken the year before by Hunt. In the Snake River Valley the "Returning Astorians" found those who had left Hunt's party and learned that they had ranged far enough south to become the discoverers of Bear River (Morgan, ed., 1964, xxxi,

xxxvii-xxxix). One of the five men was Joseph Miller whose companions gave the name "Miller's River" to the Bear (see Morgan, 1947).

The wealth in furs coming from the Rocky Mountains attracted the British from their bases in the upper Oregon country, or British Columbia. In the late winter or spring of 1819, a detachment of Donald MacKenzie's trapping party led by Michel Bourdon rediscovered the Bear River. MacKenzie was an employee of the North West Fur Company. It was reported six years later that Bourdon had named the stream from the circumstance that a great number of bears were found "on its borders." (Morgan, 1968, 17).

Not to be outdone by the British the American Rocky Mountain Fur Company for its part staked out the central Rockies from Yellowstone to the Great Salt Lake. Founded in 1822 the company employed such well-known Mountain Men as James Bridger, Jedediah Smith, Etienne Provost and William Sublette to trap the region and open routes through it. In pursuance of these objectives during the winter of 1824-1825 Jim Bridger made his now famous trip from Cache Valley down the Bear River. He reached the shores of Great Salt Lake, the first white man to do so.

Most authors writing of Bridger's trip claim that he floated down the Bear in a bullboat made of buffalo hide (Morgan, 1943, 18; Warner, 1965, 217; Cline, 1974, 58). A historical marker erected by the Utah Pioneer Trails and Landmarks Association (1932) near Bear River City, Utah, and a plaque in the visitor center, Bear River Migratory Bird Refuge, and possibly other markers, commemorate such a voyage. However, in a later book than the one cited above, Morgan (1953, 183, 410 footnote 16) observes that, although so many writers

claim Bridger boated the Bear, "the sources do not say so." Morgan (1953, 410 footnote 16) cites one source (Dellenbaugh, 1914, 135) indicating that Bridger rode horseback to the shores of Great Salt Lake. Another source (Bagley, 1965, 256) states that Bridger walked!

It is interesting to note that Peter Skene Ogden of the Hudson's Bay Company (which had merged with the North West Company in 1821) arrived on the shores of Great Salt Lake only months after Bridger (Miller, 1952). The American thrust into the central Rockies was so intense that the British gave up any designs for further penetration in that sector (Cline, 1974, 58 et. seq.).

During the fur trade era, which had largely run its course by 1843, there appears to have been but very little navigational use of the Bear River. Bridger may have been a first. Then we find mention of one Ignace Hatchiorauquasha, otherwise known as John Grey, who in 1824 or 1825, crossed from the Snake River to trap on the Bear, Grey made a "'skin canoe' to descend the canyon of the main stream," while the expedition he was attached to went on to Ogden's Hole on the Weber (Wells, 1969, 167).

In his account of Bonneville's expedition of 1833, Zenas Leonard gives us one sentence, quoted in part: People trapping the Bear and Weber rivers "are compelled to construct conoes of bull and buffalo skins in order to visit their traps." (Wagner, ed., 1904, 129).

Beyond these meager references there is little to report for the trapper era. The Bear River basin was very near the heart of the trapping region. Summer rendezvous were held in Cache Valley in 1826 and 1831 and Bear Lake in 1827 and 1828 (Hafen, 1965). In the one-volume index to his ten-volume compilation, LeRoy R. Hafen,

The Mountain Men and the Fur Trade of the Far West (1965-1972), lists abundant references to Bear River and Bear Lake, and to "boats and ships, kinds of," but, beyond the references cited, there is nothing precise on navigational use to be found in this great set, a work dealing with 292 mountain men written by scholars and other serious students. In a statistical summary of the Mountain Man found in volume ten of this set, Richard J. Fehrman (1972, 9-15) reveals that in the accounts of travel by the Mountain Men the most frequently mentioned modes of transportation were horses, mules, followed by canoes, bullboats, barges, keel boats and snowshoes.

The Overlanders, 1843-1869. Even before the end of the trapper era Americans in some numbers began moving to the Oregon country, opening a two thousand-mile road from the Missouri to the Willamette. The Oregon Trail followed tracks laid down by the trappers and by emigrants who traveled to the Pacific by horseback in the 1830's. Justly famous in the history of the American movement West, the Oregon Trail from Fort Bridger (founded in 1843 on Black's Fork of the Green), turned northwest and by a low divide reached the Bear River. Traveling down the Bear to the neighborhood of Soda Springs emigrants crossed over to the Snake River, to Fort Hall and thence to Oregon. The Oregon migration of course was composed of overlanders using wagons and there appears to be no history in this movement of river use in the Bear River basin.

Sent by his government to survey the road to Oregon and to make additional explorations, John C. Fremont on his second expedition, carried out during the years 1842-1843, made an interesting survey of the Bear River part of which was done by boat. Fremont

describes the boat: "Among the useful things which formed a portion of our equipage was an India-rubber boat, 18 feet long, made somewhat in the form of a bark canoe of the northern lakes. The sides were formed by two air-tight cylinders, eighteen inches in diameter, connecting with others forming the bow and stern. To lessen the danger from accidents to the boat, these were divided into four different compartments, and the interior space was sufficiently large to contain five or six persons and a considerable weight of baggage."

Fremont used the boat to ferry all of the camp equipage of his expedition, together with the "gun and carriage" across the Malad River near its mouth. This was on September 1, 1843. The Malad at the time, the explorer found too deep to ford. Once the ferrying was completed, Fremont and Basil Lajeunesse set out paddling down the Bear River in the India-rubber boat intending to meet the main party later at the night encampment. The boat moved heavily, and in the meandering course of the river the explorers traveled only a few miles forward when they cached the boat. Fremont and Lajeunesse set out on foot and reached camp just at sundown. Two or three days later the boat was again used to ferry camp equipage when Fremont crossed the Bear River to begin his survey of Great Salt Lake. Later the boat was used by Fremont on the Weber River and on the Great Salt Lake.

(Fremont's reports and writings have been widely published. His Report of the second expedition, 1843-1844, was published in 1845. I have used the convenient edition edited by Jackson and Spence, 1970, part of a three-volume set which includes the other reports, correspondence and a map portfolio. See pages 494-511 for Fremont's boating on the Malad and Bear rivers and the Great Salt Lake. See also Morgan, 1947, 139, and Dellenbaugh, 1914, 136-154).

John Charles Fremont's contributions, which we need not detail here, are important. The reports he issued of his western expeditions, and the maps he produced, especially those drawn by Charles Preuss, accurately portrayed the road to Oregon, and the Great Basin (which he named and identified). His reports of the first three expeditions, all published before 1849, did much to attract national attention to the West as his maps indicated the possible routes thither.

During the years from 1846 to 1850 numbers of California-bound overlanders moving west from Fort Bridger opened new trails which carried them around both the southern and northern ends of Great Salt Lake. Some of these chose the southern route; perhaps the best known was the ill-fated Donner Party which came through in 1846 (Korns, 1951). But there appears to have been more travel during this period around the northern side of the lake area which became known as the "Salt Lake Cutoff." This route avoided the dangerous crossing of the Great Salt Lake desert which had trapped the Donner Party and it cut some distance from the regular California Trail which branched off from the Oregon Trail at Fort Hall in Idaho. The Salt Lake Cutoff became a highly popular route once the Church of Jesus Christ of Latter-day Saints had founded a settlement at Salt Lake City in mid-summer 1847. The existence of the Mormon colony meant that many California-bound immigrants would stop there for supplies, fresh stock and news. Pulling out, nearly all of them took the Salt Lake Cutoff.

The acquisition by the United States from Mexico in 1848 of the huge territory from the Rockies to the Pacific was immediately followed by the gold rush to California, a movement that lasted ten years.

Untold numbers of those taking the central route stopped in Salt Lake City and then headed out over the Salt Lake Cutoff. This route took them north through the present cities of Ogden, Brigham City, and Bear River City. North of the latter place immigrants crossed the Bear and then the Malad. The crossing places depended on water flow and varied from year to year and season to season (Korns; 1951, 265). Most travelers would have reached the Bear during mid-summer when the water was low. Apparently the majority crossed the Bear on their own at fords or at places where they could float their wagons, but some commercial ferries were established to capitalize on this traffic. On his survey in 1849, Captain Howard Stansbury found that fording of the Bear River in the spring and early summer was impossible and ferries necessary (Jackson, 1952, 31). See the Mud Hen, Empey's and Hampton's ferries in the section on Ferries (page 26). Long after the gold rush years the Salt Lake Cutoff (followed by U.S. Highway 305) served as a major thoroughfare north into Idaho and later ferries on the Bear River served this trade (See section on ferries, page 26) even after the coming of the railroad in 1869.

Settlers and Railroads. Once the Mormons arrived in the valley of the Great Salt Lake, settlement of the general region advanced rapidly, a movement dominated by the Mormons themselves. The direction of Mormon colonization was generally south at first, but by the late 1850's the first permanent settlers had moved into Cache Valley and by 1863 the first settlement had been made in Bear Lake Valley. These beginnings opened a decade of colonization which saw the establishment of towns through Cache and Bear Lake valleys and in upper Bear River Valley. The Bear River basin was rich in grazing resources and it

soon became the dairy center, as well as the granary of the Mormon "kingdom." The extent and rapidity of settlement by the Latter-day Saints is evident when we note that by 1877, when Brigham Young died, over 360 Mormon colonies had been established in the West (Hunter, 1940, Chapter 24).

The great influx of people to California after 1848 greatly accelerated the development of the West, of which the Mormon expansion in the Great Basin and in the Rocky Mountains was a part. All of this accentuated the need for rapid communication between the settled frontier, which had not moved far beyond the Mississippi, and the Pacific Coast. During the twenty years from 1849-1869, there was much planning and exploring across the continent to serve these needs. The Army Topographical Engineers in the early 1850's sought railroad routes and surveyed road locations. Before the coming of the railroad; the overland stage, the pony express and the magnetic telegraph all crossed the upper basin of the Bear River closely following the older wagon routes from South Pass and Fort Bridger to Salt Lake City.

The Union Pacific Railroad, built across the basin in 1868 and 1869, followed much the same route but it reached the valley of the Great Salt Lake by way of Weber Canyon. From Ogden, at the mouth of the Weber, the rails swing around the north end of the lake passing through the lower basin of the Bear River. The meeting of the Union Pacific and the Central Pacific at Promontory in May, 1869, was the culminating point in the history of the quest for an efficient route connecting the two oceans across the United States. At the same time, the transcontinental railroad was instrumental in stimulating the economic development of the regions through which it passed.

Once the railroad was completed, Utah, Wyoming and Idaho entered a new era. The rails brought new settlers and businesses, and the railroad towns, notably Evanston, Ogden and Corinne, became trading and shipping points serving the extensive region of western and northern Wyoming, northern Utah, Idaho and Montana. Furthermore, the building of feeder lines radiating from points along the transcontinental railroad brought prosperity to several towns in the Bear River basin. In 1879, the Union Pacific decided to build a branch line from Granger, Wyoming, to the Oregon border. This, the Oregon Short Line Railroad, was begun in 1881. Through the Bear River basin the line most of the way closely paralleled the old Oregon Trail following the Bear River through Cokeville, Wyoming, and Montpellier and Soda Springs, Idaho. The line was completed in 1884 (Beal, 1962, 185).

Another line, the Utah Northern Railroad, organized in 1871, built northward from Ogden to Garrison, Montana, passing through Logan, Utah and Franklin, Idaho, in the Bear River basin. The line, which Arrington (1958, 289) states was "one of the most profitable of all western railroads" was completed in 1884. The Utah Northern was incorporated into the Oregon Short Line system in 1889, which later leased and operated a line built by the Malad Valley Railroad Company, 1903-1905, a line that ran from Corinne to Malad City, Idaho. The entire rail network is now a part of the Union Pacific system (Beal, 1962, 201; see also Athearn, 1971).

Like many another western region, the Bear River country enjoyed a boom in railroad construction that continued with but small moderation from 1867, with the approach of the transcontinental, until after the

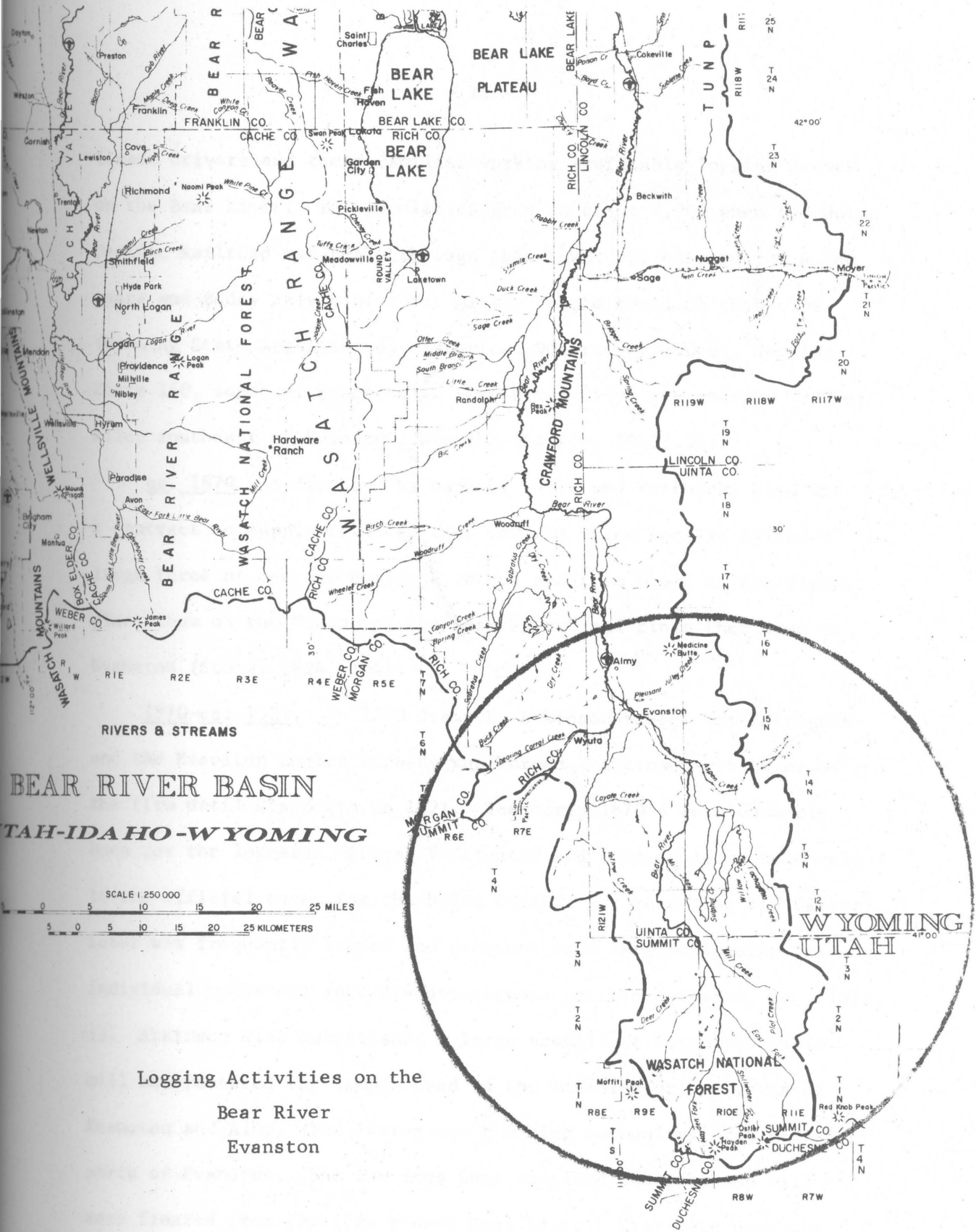
turn of the century. In a variety of different ways the railroads, during the construction years, and in their quest for markets, quickened the area's economy, and brought the frontier era to a close by 1900. We found that during these boom years the Bear River was used as a highway of commerce more frequently than at any other time. Let us now turn from historical narrative to a detailed examination of the river's navigational history.

LOGGING ACTIVITIES ON THE BEAR RIVER
ca. 1867- ca. 1935

Research has revealed that one of the major uses of the Bear River in inter-state commerce was the transportation of railroad ties and lumber products. Mine props, stope stakes, railroad ties, cordwood for charcoal, and lumber products were floated down the Bear River to promote the railroad and mining industries, and to build communities along the river from 1867 to about 1935. The following areas and sectors of the river were involved in this activity.

Evanston, Wyoming, area. ca. 1867-ca. 1869. Charles W. "Pap" Deloney ran the first log drive ever made on Bear River (Wheeler, Interview, 1975). According to Denise Wheeler (Interview, 1975), secretary-treasurer of the Uinta County Historical Society, the drive began in 1867 and ended in 1869. Deloney was "making good profits until the financial depression of 1869 carried away in its flood of disaster all the accumulations from his labor." (Wheeler, Interview, 1975). Timber was cut in the Uinta Mountains on the Upper Bear River to supply the Union Pacific Railroad with ties and other wood products. After completion of the intercontinental railroad in 1869, timber products continued to be in demand, but this was not as great nor as regular as during the construction period (Ayres, ed., 1975, 1).

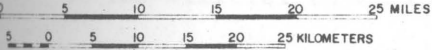
1867-ca. 1869. It is interesting to note that a town by the name of Beartown or Bear River City, Wyoming, was founded in 1867 by



RIVERS & STREAMS

BEAR RIVER BASIN
TAH-IDAHO-WYOMING

SCALE 1:250,000



Logging Activities on the
 Bear River
 Evanston

timber drivers and their families working profitable logging drives on the Bear River. The population grew to about 2,000 when the Union Pacific Railroad was built through this town. It existed for a few years and today only a historic marker can be found on this site (Wyoming State Archives and Historical Department marker, Wyoming Route 150, south of Evanston). Bear River City, was located twelve miles southeast of Evanston, Wyoming (Larson, 1965, 58).

ca. 1870. A firm by the name of Ellis and Fairbanks also had a contract to supply railroad ties for the Union Pacific Railroad. A large force of men was employed to cut and trim trees in the Uintas, place them on the "bosom of the Bear River" and float them down to Evanston (Stone, 1924, 104).

1870-ca. 1921. In 1870 Jesse L. Atkinson bought out Fairbanks and the Evanston Lumber Company was formed. Atkinson was owner of the firm until his death in 1921. The early 1870's were unstable ones for the loggers. Prices fluctuated and ties could be sold only to the official buyer for the Union Pacific Railroad (Coe and Carter). Labor was frequently scarce and pressure from large companies forced individual operators into disadvantageous positions (Ayres, ed., 1975, 1). Atkinson also established a large sawmill at Evanston. This mill manufactured the lumber used in the building of the towns of Evanston and Almy. The latter was a mining community a few miles north of Evanston. The saw logs that supplied the Atkinson mill were floated from the forest down Bear River. They were hand-cut adjacent to the streams and then skidded or hauled to the river by wagon and sleigh. Much of the cutting and skidding was done in the winter. The floating of logs took place in the early spring runoff

and early summer (Colton, 1967, 203). Besides the sawmill in Evanston, there were 12 charcoal kilns constructed in the immediate vicinity (Shearer, ed., 1884, 109). Four-foot length cordwood was floated down Bear River from the forest to supply fuel for these kilns. The charcoal manufactured from them was shipped to smelters in Utah and Colorado. The principal trees cut were lodgepole pine and Englemann spruce (Colton, 1967, 203-204).

ca. 1873-ca. 1885. The Hilliard Flume and Lumber Company was organized by W. K. Sloan around 1873, but construction of its 30-mile flume began in 1872 and was completed in 1875 (Colton, 1967, 205). According to Beulah Marshall (Interview, 1975), Public Relations agent for Bear River Ranger Station, there were also two feeders to the main flume. The destination of the flume was Hilliard, which at that time was located on the main line of the Union Pacific Railroad. This line was later moved several miles to the north. Thirty-two large charcoal kilns were constructed at Hilliard and four-foot cordwood was floated down the flume to supply the kilns (Colton, 1967, 206-207).

Water to operate the flume was taken from what is now known as Gold Hill Creek, which flows into Hayden Fork (Colton, 1967, 204).

In 1885 the use of the flume was discontinued and it was probably about this time that the Hilliard Flume and Lumber Company ended its operations (Colton, 1967, 207; Marshall, Interview, 1975).

ca. 1873-ca. 1876. There were two other logging operations at Evanston during this time. They were much smaller operators - Burris and Bennett (Company) and B. F. Woods. Both of these operators produced ties from timber cut in the Uinta Mountains (Ayres, 1975, 1,3).

ca. 1910-ca. 1935. The Standard Timber Company of Omaha, Nebraska, had a contract with the Union Pacific Railroad to furnish seven million railroad ties. This operation started as a private enterprise by D. M. Wilt, and in 1913 he incorporated as the Standard Timber Company. This firm ended its operations in the 1930's. The company logged first in the Mill Creek area and moved into the Blacks Fork area in the 1920's. There was a catch pond at Millis (a Union Pacific Railroad Section about 3 miles southeast of Evanston near the Bear River) where ties were pulled out and shipped along the Union Pacific Railroad line. Charcoal was shipped down to the Granger area (Granger was a terminus of the Oregon Short Line Railroad about 60 miles northeast of Evanston) on the Union Pacific. Timber was primarily cut on the Union Pacific Railroad Sections in the Uinta Mountains. Mine ties and stope stakes went to the coal mines in Almy (Marshall, Interview, 1975). The Standard Timber Company cut its timber mostly on the Green River headstreams interlocking with those of Bear River. Its manager, George Loff, lived in Evanston (Stone, 1924, 163).

According to Helen C. Carlton (Interview, 1975), county librarian of Uinta County, Evanston, Wyoming, the Standard Timber Company, had a logging operation on the Bear River during the 1920's to approximately the mid-1930's (she is not sure when it began operating). George Loff, the manager of the company, died in 1928, but logs were still floating down the Bear River as late as 1934. Timber for the firm was cut in the Uinta Mountains and floated down the river to Evanston. Lumber was used in Evanston and ties were shipped along the Union Pacific Railroad line.

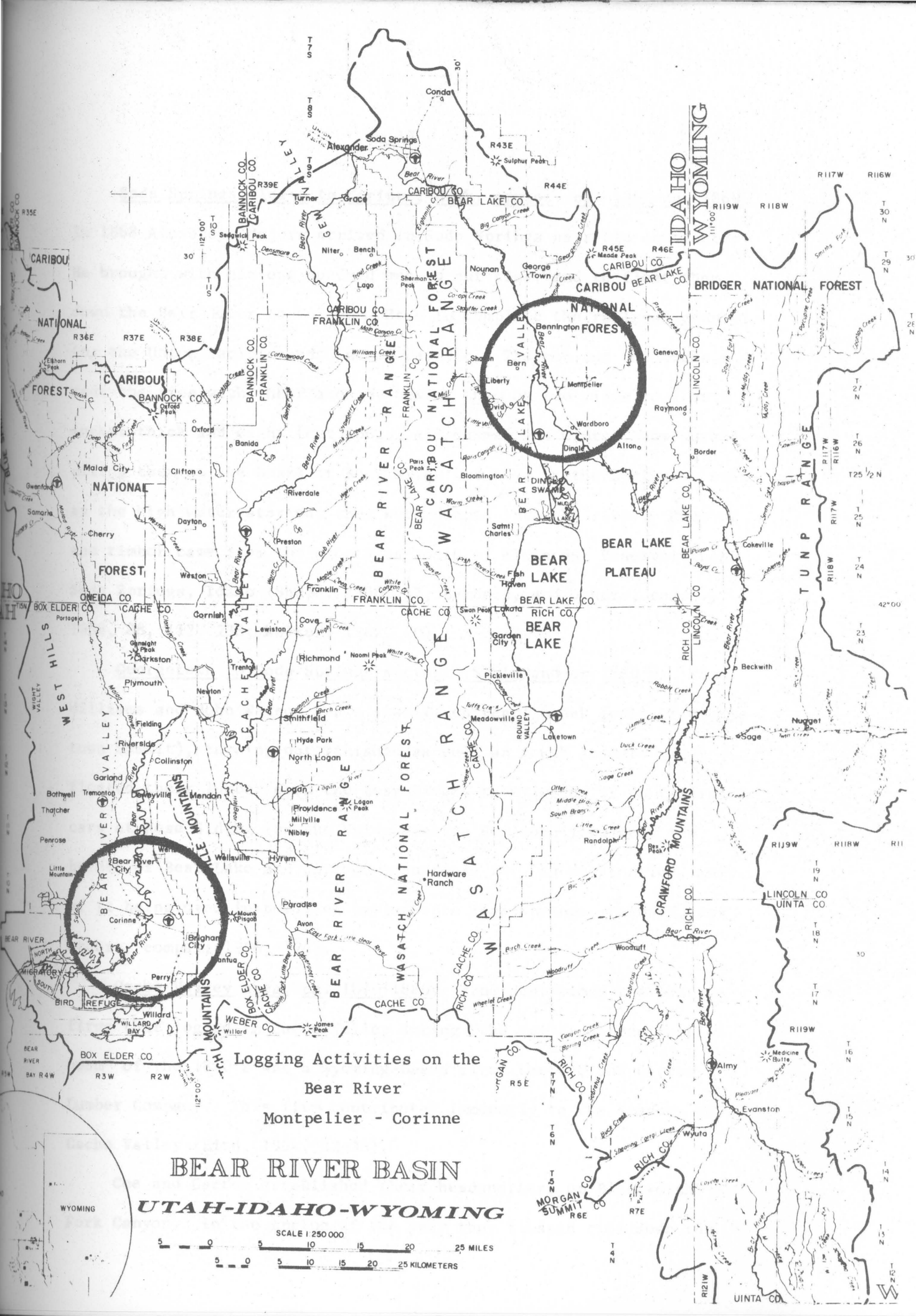
Montpelier, Idaho, to Corinne, Utah, sector. ca. 1868-1869

Alexander Toponce, a well-known freighter, took a contract to haul 100,000 railroad ties down to the Bear River between Montpelier and Soda Springs, and float them down the river to Corinne, Utah. The contract, with the Central Pacific Railroad Company, called for Toponce to deliver the ties at Corinne "before the iron of either road crossed Bear River." Toponce, with an oxteam outfit of over fifty teams, hauled the ties down to the river. The stream froze up earlier than usual that winter, freezing the ties in the ice from Montpelier to Bear River Canyon and Toponce was unable to get them to Corinne on time. The Union Pacific Railroad crossed the Bear River in April, 1869, and Toponce did not get the ties out of the river until May 15th. The Central Pacific refused to take the ties, so Toponce piled them up on the river bank at Corinne.

Later, when the Utah Northern, a narrow gauge road, was being built north to Cache Valley on the way to Montana, Moses W. Thatcher bought the ties, paying \$100,000 in Union Pacific bonds and the balance in cash.

When Toponce left Bear River with his teams, after putting in the railroad ties between Montpelier and Soda Springs, he loaded the teams up with square timbers that he had hewn and hauled them to a place near Corinne to build a house on a homestead located about 3 miles north of Garland (Griffen, ed., 1971, 146-147).

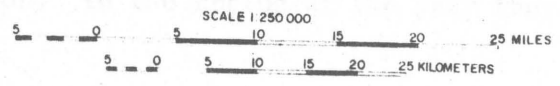
It is interesting to note that not all of Toponce's ties reached Corinne, Utah after the winter of 1868-1869. According to Newell Hart, historian of Preston, Idaho, one of the earlier settlers of the Preston area (David Jensen), took some of Toponce's railroad ties to build part of his log cabin (Hart, ed., 1973 illus, No. 570; Hart, Interview, 1975).



Logging Activities on the
 Bear River
 Montpelier - Corinne

BEAR RIVER BASIN

UTAH-IDAHO-WYOMING



Soda Springs, Idaho to Corinne, Utah, sector. ca. 1868-ca. 1869.

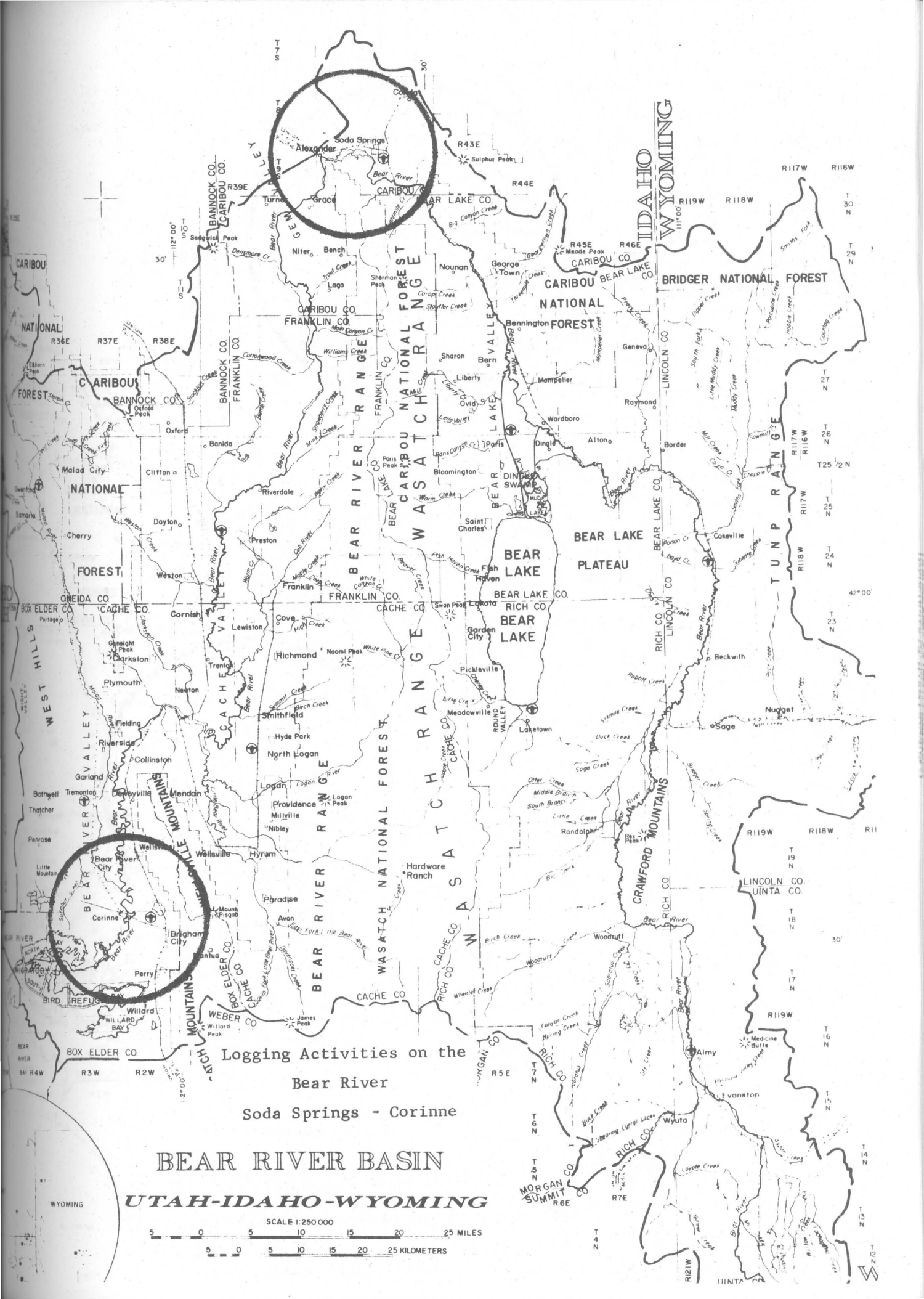
In 1868 Alexander Majors arrived in Soda Springs as a tie contractor. He brought with him one hundred men to cut ties, and to float them down the Bear River to Corinne, Utah to complete the railroad connecting the Union Pacific and Central Pacific. The men cut the trees, made the ties with their axes by hewing them on two sides to 7 or 8 inches thick and eight feet long. All summer and winter they worked piling them on the banks of Bear River and then in the spring as soon as the high water started, they were dumped into the river. Much of the timber came from the mountains south of Alexander Reservoir near Soda Springs, Idaho (Shupe, 1930, 17; Barnard, and others, comps., 1958, 88, 112, 238; Walker, 1962, 10).

Georgetown to Soda Springs sector. 1870's and/or 1880's. Tom

Williams and John Watson had a sawmill on Pearl Creek (west of Georgetown Summit), turning out finished as well as rough lumber. They floated their lumber down the Bear River, then loaded it on railroad cars at Rose Siding (on the Union Pacific Railroad line near the border of Bear Lake and Caribou Counties), for its destination, most of it being used in building projects in Soda Springs (Barnard, and others, comps., 1958, 124).

Cache Valley area. ca. 1870-1880. Prominent among the private firms that logged in Cache Valley during "the railroad construction boom" of the 1870's was a Wyoming-based firm, the Coe and Carter Lumber Company. This firm contributed immensely to the economy of Cache Valley (Bird, 1964, 32-33).

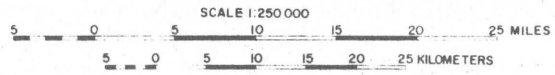
Coe and Carter established their headquarters up Blacksmith Fork Canyon. In the spring of the year they floated ties down the



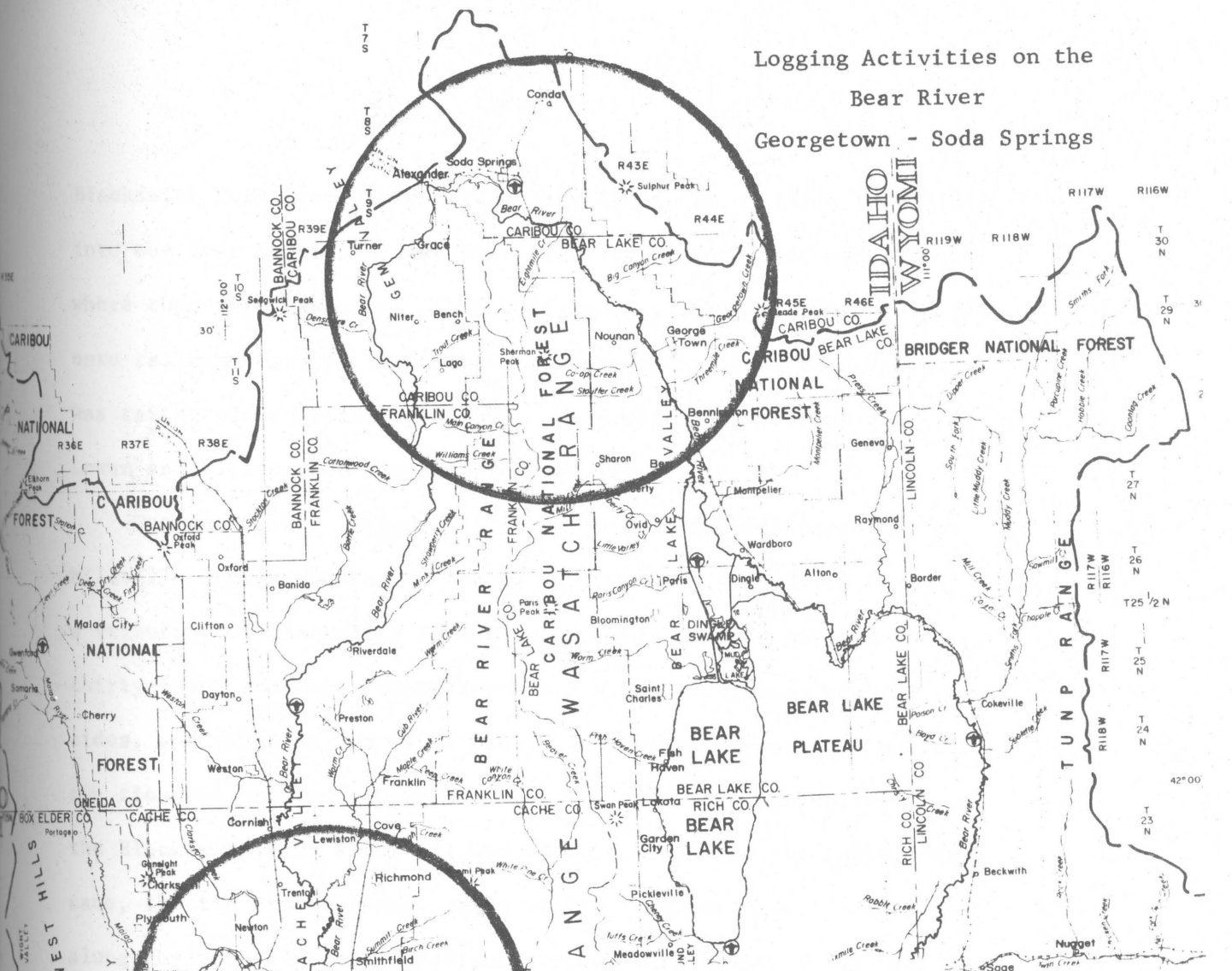
Logging Activities on the
 Bear River
 Soda Springs - Corinne

BEAR RIVER BASIN

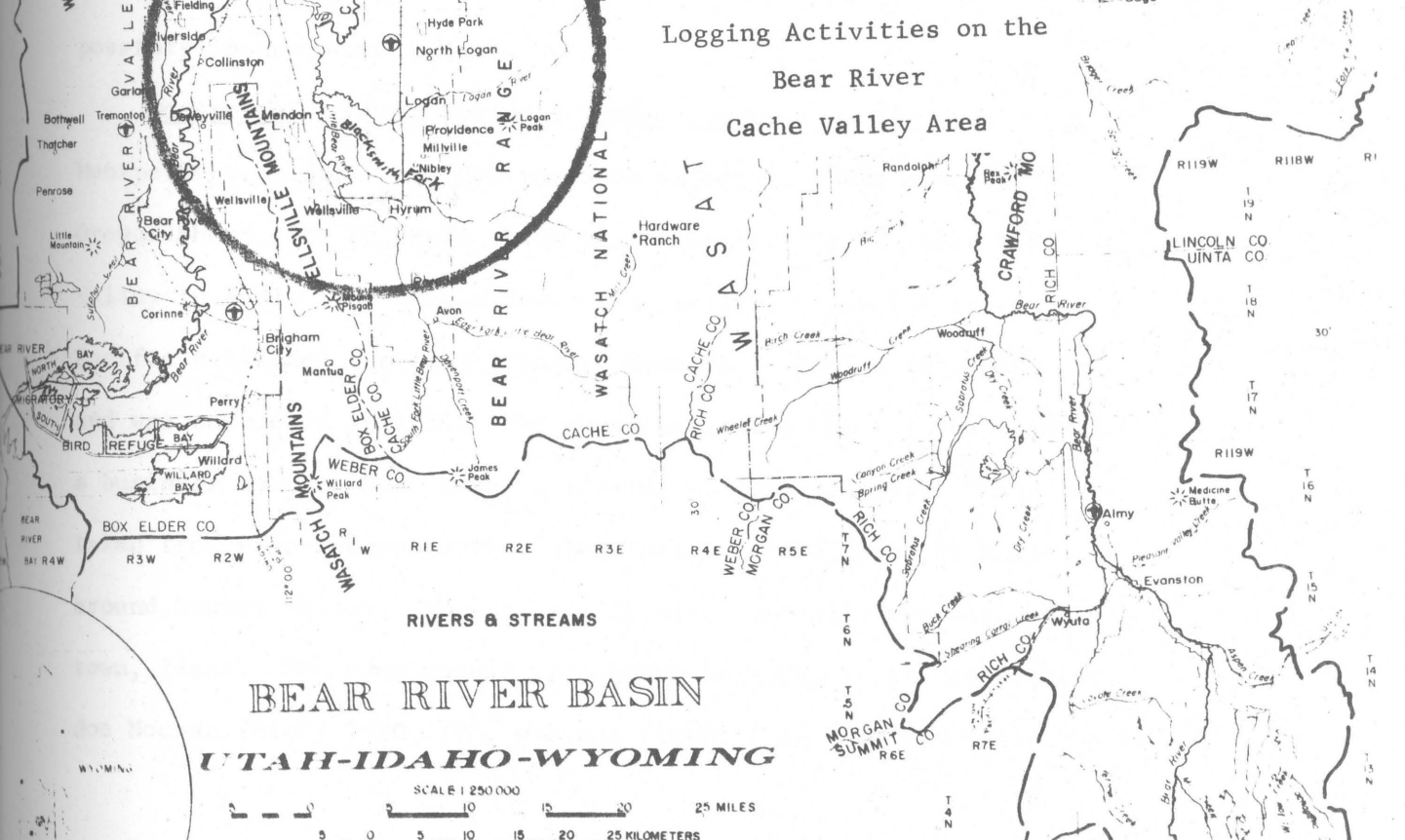
UTAH-IDAHO-WYOMING



Logging Activities on the
Bear River
Georgetown - Soda Springs



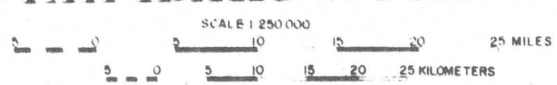
Logging Activities on the
Bear River
Cache Valley Area



RIVERS & STREAMS

BEAR RIVER BASIN

UTAH-IDAHO-WYOMING

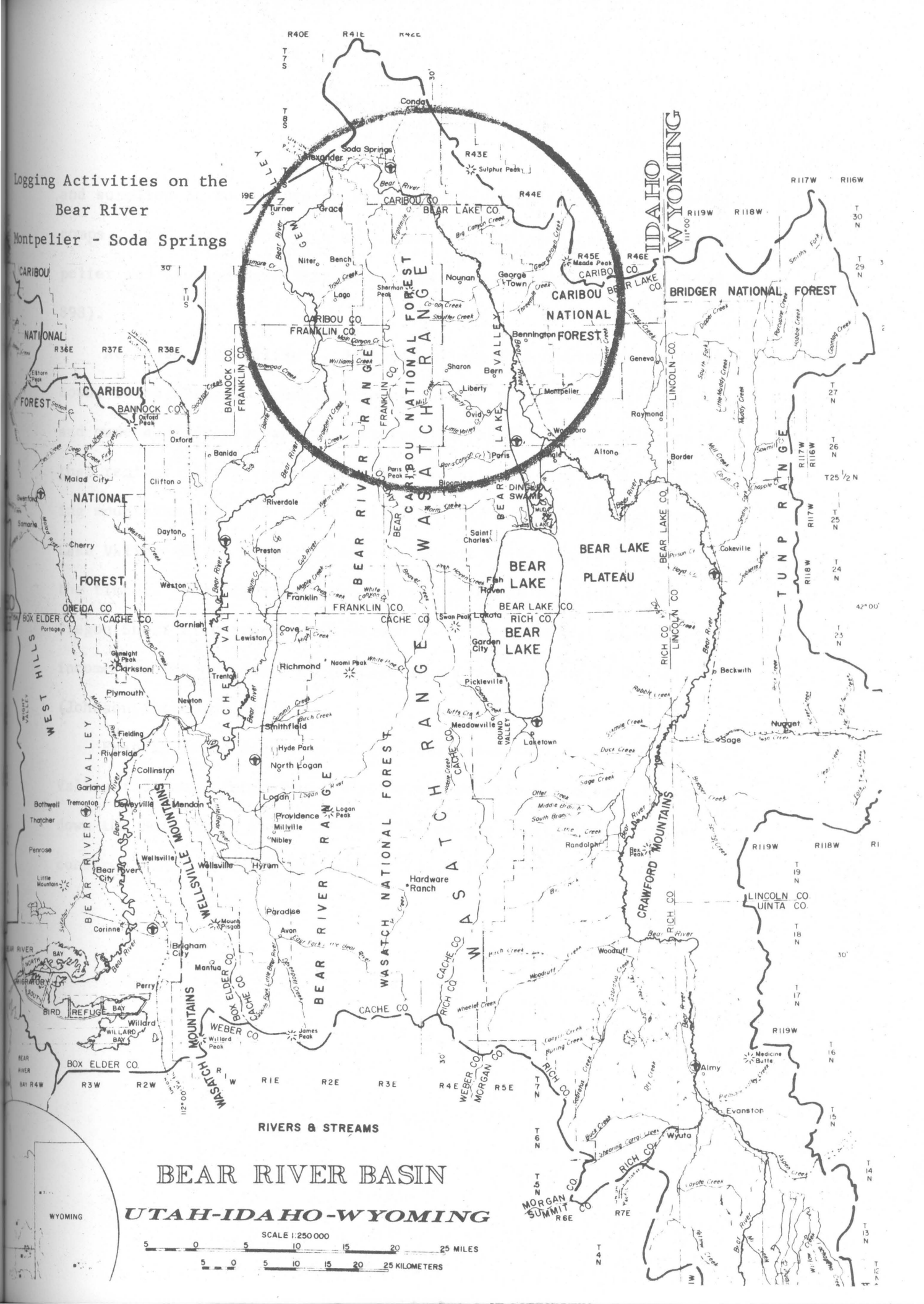


Blacksmith Fork River into Little Bear River, from Little Bear River, into the Bear River and down Bear River to Corinne "and other points where they were taken out" (DeGraoff, comp., 1932, 15-16) and loaded onto railroad cars to be shipped to wherever railroad construction was taking place (Bird, 1964, 32). Ties were also floated down the Logan and Little Bear Rivers into Bear River.

Coe and Carter logged in Blacksmith Fork Canyon, Logan Canyon, Millville Canyon (DeGraoff, comp., 1932, 15-16), and Hayes Canyon, a tributary of Blacksmith Fork Canyon. This company offered thirty, thirty-five, and forty cents for a tie eight feet long, hewn on two sides, and piled on the river bank. The company specified that all the ties cut had to be Douglas fir. The ties were stockpiled along the Blacksmith Fork River all winter long, and when the spring thaws came, the tie drives began. Many of the ties were used for repairs along the Central Pacific Railroad track (Bird, 1964, 32-33) and possibly in new construction.

Montpelier to Soda Springs, Idaho, sector, ca. 1881-ca. 1882.
Montpelier residents had contracts to supply railroad ties for the Oregon Short Line Railroad which began construction in Bear Lake Valley in 1881. The Oregon Short Line Railroad (now the Union Pacific Railroad) ran from Granger, Wyoming to Huntington, Oregon, and was completed in 1884. The construction of the railroad started a business boom in Bear Lake Valley (Rich, 1957, 55-56). Timber was taken from Pine Canyon north of Bennington, Idaho, and the hills around Nounan Valley. Nounan is a farming community west of Georgetown, Idaho. The name Nounan was chosen in honor of the contractor, Joe Nounan (Rich, 1920, 10), who cut timber from the surrounding hills

Logging Activities on the
Bear River
Montpelier - Soda Springs



BEAR RIVER BASIN

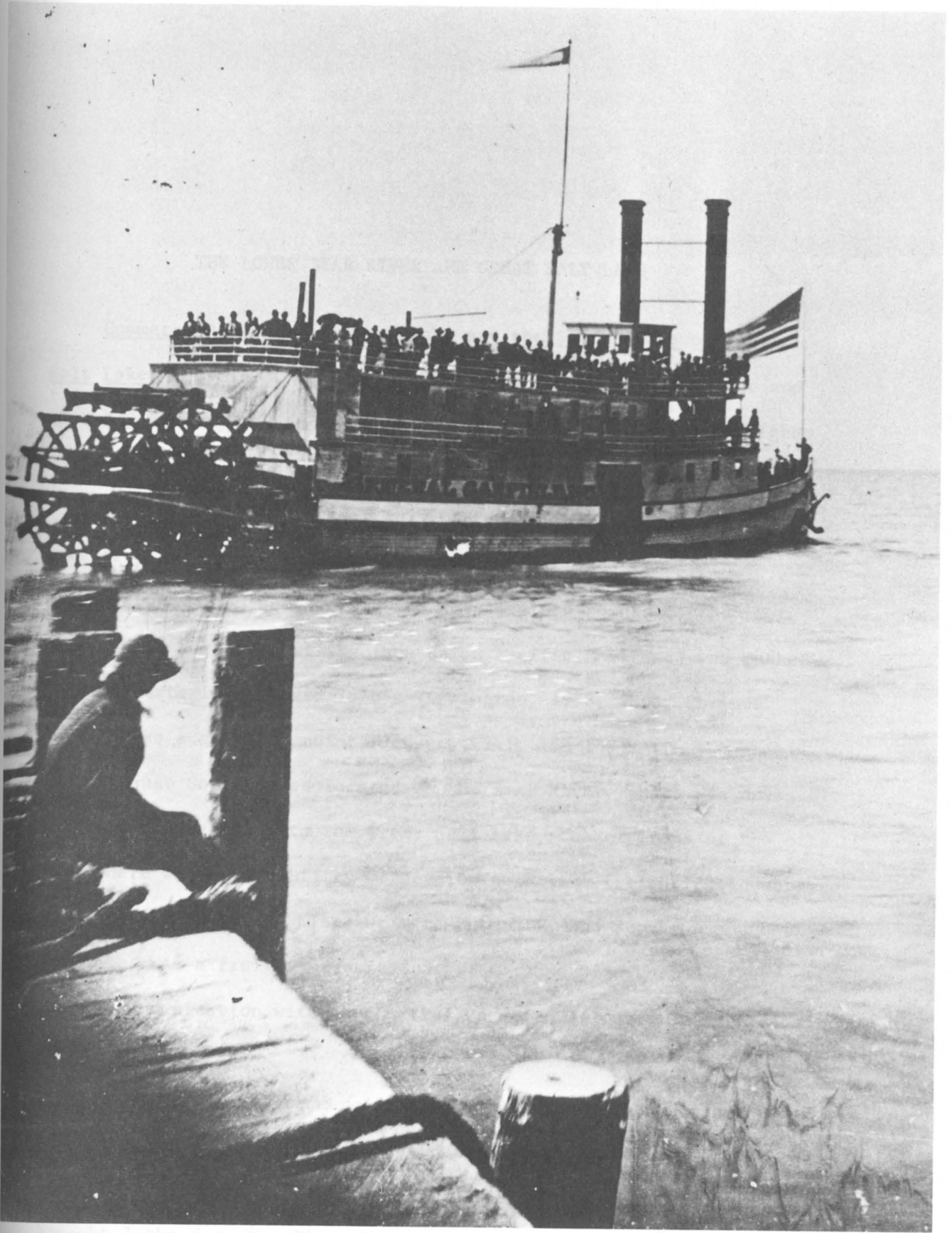
UTAH-IDAHO-WYOMING



and supplied it to the Oregon Short Line Railroad (Barnard, and others, comps., 1958, 96). The ties were hand hewn and were taken to Montpelier and floated down Bear River (Peterson, and others, eds., 1968, 898).

According to William G. Johnson, a long-time resident of Georgetown, Idaho, Brigham Young journeyed through Bear Lake Valley in 1864 and made a prediction which benefited the "hard-pressed" settlers of that region. After viewing the vast amount of timber in the surrounding mountains, he said that a railroad would be built through Bear Lake Valley (Rich, 1963, 86) and the people would find a market for the timber. Shortly after, the market opened up for ties on the Oregon Short Line track which proved to be an important source of income for the residents of Georgetown and surrounding communities (Johnson, Interview, 1975).

Francis Bacon and Silas Wright, early settlers of Bear Lake Valley (Johnson, Interview, 1975), were among those who ran tie drives down the Bear River about the time the Oregon Short Line was under construction (Peterson, and others, eds., 1968, 51, 898).



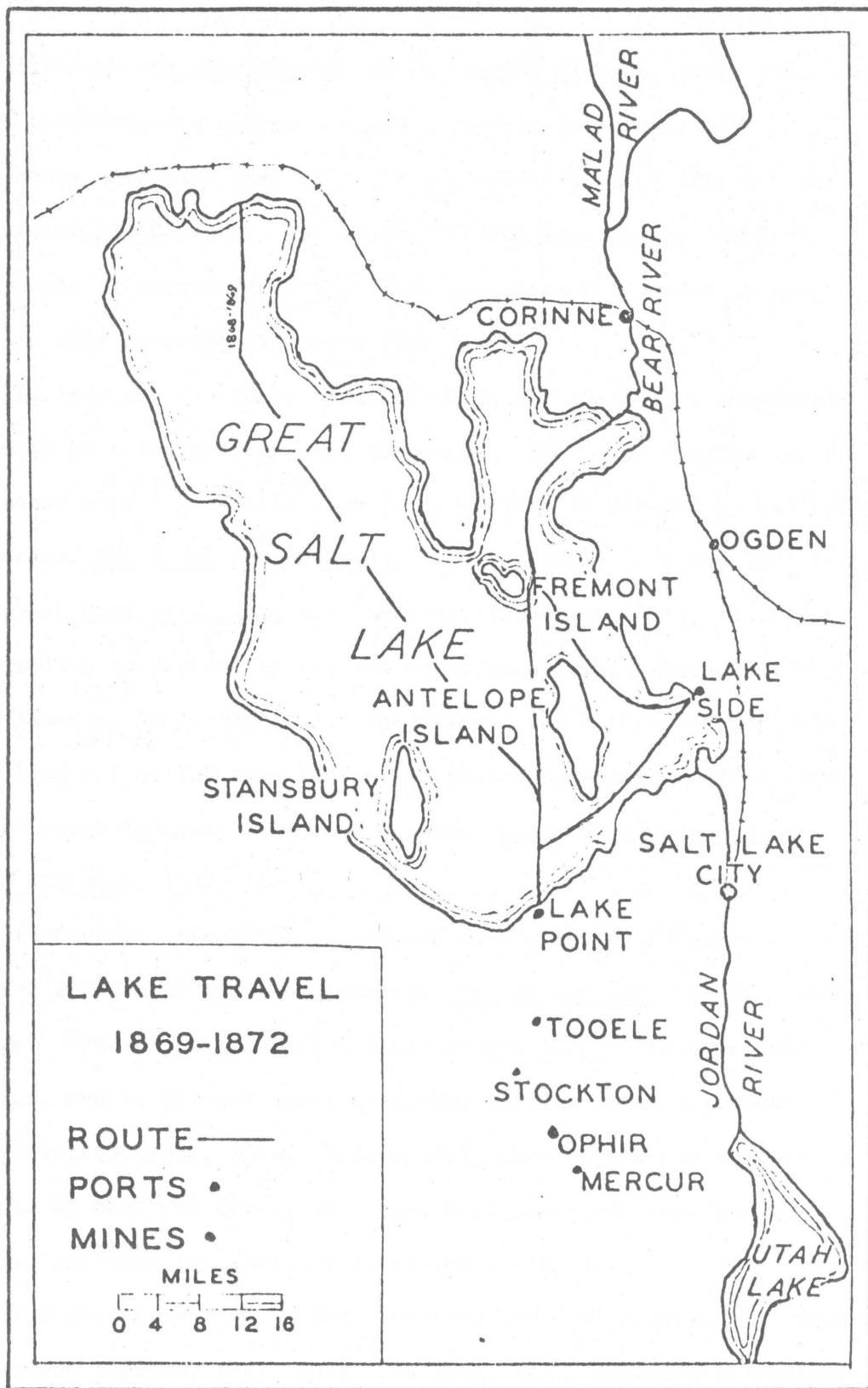
The steamboat **City of Corinne** (later renamed the **General Garfield**) on Great Salt Lake.
Courtesy Utah State Historical Society

THE LOWER BEAR RIVER AND GREAT SALT LAKE

Commerce Between Corinne, Utah, and the South Shore of Great Salt Lake, 1869-1873. Corinne, which is situated on Bear River and on the Southern Pacific Railroad, about 5 miles northwest of Brigham City and 25 miles northwest of Ogden, Utah, came into existence in 1869 when the Central Pacific Railroad was being built through that part of Utah. Corinne was for some time an important shipping point between Utah and Montana and intermediate points north. But as the Utah Northern Railway (now Union Pacific Railroad) was pushed farther north in the late 1870's (Arrington, 1958, 289); Corinne lost out as a shipping point (Jensen, 1941, 158-159).

Because Corinne was located on the Bear River, which was navigable and flowed directly into the Great Salt Lake, the citizens of the city felt there was a possibility of developing a lake freighting industry with emphasis upon the mines at Mercur, Ophir, and Stockton south of the lake. As a freight transfer point, Corinne offered the miners direct communication with the Central Pacific Railroad (Jameson, 1951, 45-46, 288).

One of the first commercial trips from the lake to Corinne was made on November 4, 1869, by the ninety-ton schooner owned by General Patrick E. Connor and one, McNasser. This schooner, the Kate Connor, brought laths from the Black Rock Mills on the southern shore of the lake. About a week later the "Buster" sailed up the Bear River with silver ore from Stockton (Jameson, 1951, 166).



from J. H. Jameson, Corinne: A Study of a Freight Transfer Point in the Montana Trade 1869 to 1875 (M.A. Thesis, Department of History, University of Utah, 1951).

Although the Kate Connor built in 1868 (Morgan, 1947, 294), was later refitted as a steamer to carry freight (Atkinson, 1973, 1), passengers were also carried for five dollars a round trip between Lake Point and Corinne. The success of the Kate Connor inspired the people of Corinne to build their own steamer in order to compete in this commerce (Jameson, 1951, 168).

In 1869 the citizenry contributed \$4,000 to build a steamboat not only to transport ores but passengers, too. The engines for the steamboat were transported from San Francisco to Corinne by railroad (Anderson, Box Elder News Journal, Sept. 3, 1947). In May 1871 the steamboat City of Corinne was launched, (Anderson, 1951, 117) from the landing at Corinne at the end of Arizona Street (Morgan, 1947, 299; Jameson, 1951, 111-112). The steamer was a three-decker, 150 feet long and of 250 tons burden, propelled by a large paddle wheel at her stern (Morgan, 1947, 300; Nelson, Logan Herald Journal, Nov. 3, 1963; Atkinson, 1973, 3).

In Corinne, a smelter was rushed to completion in order to receive ore for refinement the same time the City of Corinne made its maiden voyage. However, there were endless delays in the firing of the furnace, and it did not start producing bullion until September 12, 1871 (Jameson, 1951, 157). Before 1871, most of the ore shipped to Corinne by boat was forwarded to the West Coast via the Central Pacific railroad for smelting (Atkinson, 1973, 2).

The Bear River was 13 feet deep and 300 feet wide at the landing in Corinne (Morgan, 1947, 299). In June, 1871, the City of Corinne made her trial trip with 50 guests aboard, and a week later made the first experimental trip to the south shore of Great Salt Lake (Lake

Point), loaded with lumber, a few small lots of merchandise for the mines, and wire for the Western Union Telegraph Company's line to Ophir (Jameson, 1951, 178). It returned in three days with 1,150 sacks of silver ore - a 45 ton cargo (Morgan 1947, 299; Atkinson, 1973, 4). Before the month was out, she was sailing from her home port on a thrice-weekly schedule. The route ran down Bear River to its mouth, south down Bear River Bay to the channel between Fremont and Antelope Islands and then west and south to Lake Point, on the south shore eight miles from Stockton (Morgan, 1947, 299-300). The timing was tight and the ship was to arrive at Corinne in time to meet the west bound Central Pacific Railroad passenger train. This tri-weekly schedule was maintained until late July when it was reduced to a weekly trip because of lack of freight. By mid-August 1871, scheduled trips ended and the steamer waited for business (Jameson, 1951, 179).

One of the most unusual cargoes carried by the steamer was the "American Overland Steamer," a steam wagon. The wagon was used to pull cars carrying ore from the south shore mines to Lake Point (Jameson, 1951, 180).

The first car load of galena ore sent from Utah was shipped on schooner from Clinton's Landing near Lake Point across Great Salt Lake to Corinne, thence on the Central Pacific Railroad to Selby's Works, San Francisco (Sloan, ed., 1874, 148; Atkinson 1973, 3).

Also, the City of Corinne shipped lumber, liquors, groceries, and "heavy merchandise" to the south shore of the lake. Included in "heavy merchandise" was timber, iron, wagons, implements, and various other articles of trade and industry (Atkinson, 1973, 3).

During the summer of 1871, the City of Corinne and the Kate Connor competed with each other for the lake trade which amounted to very little for each steamer. During the winter of 1871-72 both boats were moored at Corinne where they were overhauled and cleaned for the spring season. Both steamers were sold in 1872 to local concerns operating mostly in southern areas of the Great Salt Lake (Atkinson, 1973, 5). The City of Corinne was sold to H. S. Jacobs and Company of Salt Lake City, and the LeHigh and Utah Mining Company of Manchunk, Pennsylvania (Jameson, 1951, 180-181). The Kate Connor was sold to Bishop Layton of Kaysville, Utah, which is the last mention of it in the Corinne newspapers (Jameson, 1951, 180-181).

In October 1872, the City of Corinne returned to Corinne and made several trips between there and Lake Point, but the value of the freight trade via the lake was too small to be practical. From 1873 until the destruction of the vessel by fire, it was used primarily as an excursion steamer (and renamed the General Garfield) although there were attempts to revive the freight trade and passenger service (Jameson, 1951, 88, 182-184). Eventually water in the Great Salt Lake receded and steamboats could not negotiate the bar at the mouth of Bear River when heavily laden with ore (Reeder, 1939, 23; Morgan, 1947, 300).

There were two serious obstacles to navigation on the Bear River from Great Salt Lake to Corinne. In 1871, the straight line distance from Corinne to the lake was about six miles, but by river it was about thirty-five miles. The meandering nature of the channel, together with its sluggish flow, created obstacles in the form of

sandbars. Ice was another obstacle which discouraged river travel during the winter months of each year (Jameson, 1951, 165-166).

Salt Barge on Bear River, n.d. At some unspecified date, one Thomas G. Brown built a barge to haul salt from beds along the Bear River to the railroad at Corinne. The barge was named for his daughter, the Rosie Brown. According to Bernice Gibbs Anderson, historian of Corinne, Utah, in later years T. G. Brown, son of Thomas Brown, built the LaVon, a motor launch, with a canopy, capable of carrying 25 passengers at a time, and used for pleasure cruises and hunting trips (Anderson, 1941, 148; Anderson, Box Elder News Journal, Sept. 3, 1947).

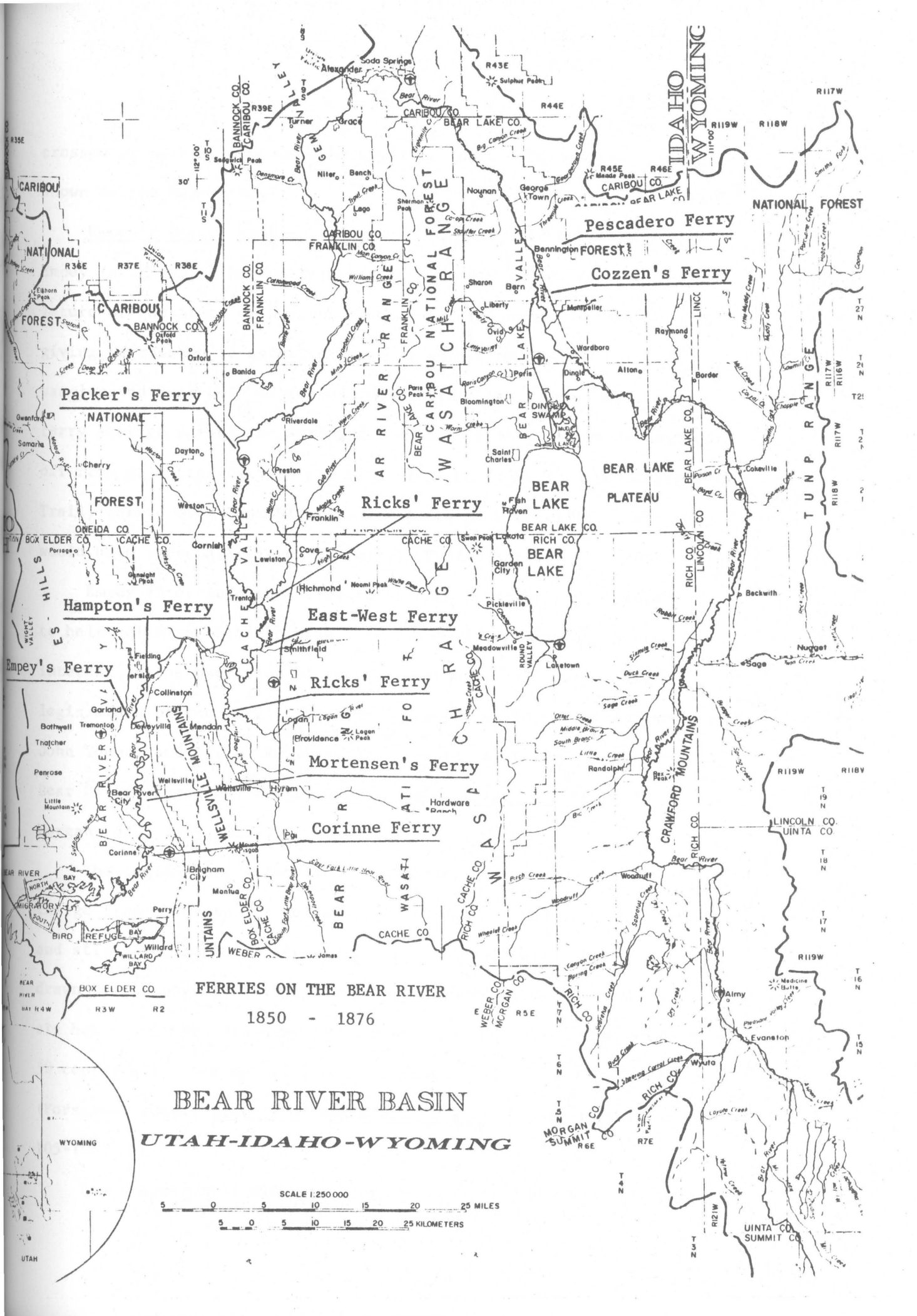
FERRIES ON BEAR RIVER, 1848-1876

Ferries were used extensively along Bear River as a means of transportation for residents of towns bordering the river. This was especially so in the spring and early summer months of each year when the waters of the river were swollen. Ferries were also used to promote the freighting industry to and from Corinne and the Montana and Idaho Mines (Simmonds, Interview, 1975; Danielsen, comp., 1930, 50), and for early emigrants on their way to Utah, Oregon and California (Arrington, 1958, 105-106).

The Mud Hen, 1848-1849. From 1848 to 1849 Thomas Jefferson Thurston operated a ferry boat, the Mud Hen, across the Bear River (Forsgren, comp., History of Box Elder County, 147). The Mud Hen, in which the Great Salt Lake had been explored by Albert Carrington (Morgan 1947, 212, 213) in 1848, was a simple skiff (Morgan, 1947, 253).

Thomas Thurston, one of the lake explorers, hauled the boat north to Bear River for ferrying purposes. To the Mud Hen the forty-niners who traveled by way of Great Salt Lake owed their dry-shod passage of the Bear (Morgan, 1947, 213).

The precise site where the Mud Hen operated cannot be determined. Korn (1951, 265) states that the '49ers crossed the Bear River at a number of places between Bear River City, Utah, on the south and Deweyville, Utah, on the north. Travelers going north into Idaho



UTAH

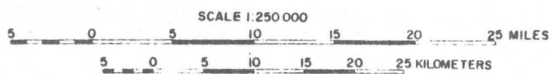
WYOMING

FERRIES ON THE BEAR RIVER

1850 - 1876

BEAR RIVER BASIN

UTAH-IDAHO-WYOMING



UTAH

WYOMING

UTAH

crossed at points even above Deweyville. Note: This ferry is not shown on the map on page .

Empey's Ferry, 1850-ca. 1862. In February, 1850, William Adam Empey (or Empey), a Mormon Emigrant, received a grant from the legislature of the State of Deseret (first official name of State of Utah) giving permission to establish a ferry across the Bear River. It was located just west of present Deweyville, Utah. Empey opened ferry service during the spring and summer of 1850. The Salt Lake Cut-off from Salt Lake City to the City of Rocks (Idaho) on the California Trail, passed over Bear River as far north as Deweyville, Utah, which would have presumably involved Empey's Ferry (Korns, 1951, 265).

Empey later sold the ferry to Abraham Hunsaker and volunteered to help colonize southern Utah. He evidently retained an active interest in the operation of ferries, because in January, 1852, the legislature of the Territory of Utah granted to Empey, Joseph Young, John Young, and David Fullmer ferry rights for three years on the Bear River (Forsgren, comp., History of Box Elder County, 148; Morgan, ed., 1949, 119).

The legislature authorized this association of individuals to charge from three to six dollars per vehicel, depending on the weight, and stipulated sums for livestock. The rate of toll was: A carriage drawn by two horses, \$3.00; drawn by four horses, \$4.00; drawn by six horses, \$5.00; drawn by eight horses, \$6.00; pack animals, each 50 cents; all other animals, each 25 cents; pedestrians, 10 cents (Forsgren, comp., History of Box Elder County, 148; Arrington, 1958, 105-106).

Empey apparently did not return to Box Elder County, Utah, until

about 1854 or 1855. According to one source (Morgan, ed., 1949, 119), around 1855 Empey again became associated in the operation of a ferry across the Bear River. In 1862, he again left Box Elder County to strengthen the Mormon settlements in southern Utah, and spent the remainder of his life in Utah's "Dixie" country.

According to the journal of Charles R. Bailey (1955, 36-37), an early settler of Cache Valley, Utah, Empey's ferry was operating in the spring of 1859. He crossed the Bear River at Empey's Ferry in June, 1859, with a company of wagons known as "Landers Outfit."

Empey's Ferry is also mentioned by soldiers under General Patrick E. Connor from Camp Douglas (Utah) as late as 1862 (Rogers, 1938, 65-66, 69; Hart, ed., 1973, Basic Chronology 1862). On December 4, 1862, Major McGarry and a group of soldiers arrived at Empey's Ferry on the Bear River. The ferry had been dismantled for the winter and the rope on the farther side of the stream had been cut by Indians.

Hampton's Ferry, 1853-ca. 1859. Collinston, Utah, was the site for this earliest Cache Valley business (Merrill, 1970, 27). In 1853, Benjamin Y. Hampton and William S. Godbe saw the potential in this location and established a ferry (Standing, 1968, 234). The toll was 10 cents for a horse and 25 cents for a wagon. Eventually Stage Coach Inn was built here and Hampton's Ferry became a popular stop for travelers between Salt Lake and Butte or Boise. This ferry crossing was vital to the commerce and travel of early settlers (of Cache Valley) for many years (Merrill, 1970, 27, 58).

Hampton and Godbe operated the ferry for emigrant traffic. The site became a "home station" successively for stages of Oliver and Conner, Ben Holladay, and Wells-Fargo (Sons of Utah Pioneers historic

marker on Utah Road 84 in Collinston). The ferry operated until 1859 when the partners constructed a bridge across the river (Standing, 1968, 234; Anderson, 1951, 103).

The Bear River at ferry site has a gravel bottom making it a natural ford which was used by early Indians. Trappers, explorers, emigrants and freighters likewise used this ford. It was here that Captain Howard Stansbury crossed the Bear River with wagons when he traveled from Salt Lake City to Fort Hall in the fall of 1849 (Standing, 1968, 234).

According to Stansbury, temporary ferries were used at this ford during seasons of high water around the latter 1840's (Stansbury, 1964, 10, 15). Many of the California gold rush emigrants who used the Salt Lake Cutoff also traveled this route (Standing, 1968, 234; Morgan, 1960, 201; Morgan, 1959, 6).

Packer's Ferry, 1861-1869. Packer's ferry operated near the mouth of Deep Creek, 2 1/2 miles northwest of Preston, Idaho (Danielson, comp., 1930, 50). It was situated on the Bear River between the towns of Bridge Porte and Battle Creek (Hart, ed., 1973, Illus. No. 13). Both towns - Bridge Porte and Battle Creek - no longer exist. Bridge Porte was settled largely on account of the ferry used there to cross Bear River. It was a station for the Overland Stage and for the exchange of mail (Simmons, n.d., 29). It was from this point twice weekly that mail was dispatched to Soda Springs (Pike, n.d., page E).

The ferry boat was used for the purpose of taking people, teams, wagons, and freight across Bear River. Nathan Packer had charge of the ferry which was used until May 10, 1869 when a toll bridge replaced

the ferry (Danielsen, comp. 1930, 50; Ricks, 1953, 35; W.P.A., 1938, 272).

According to Jeff Simmonds (Interview, 1975), Special Collections Librarian at Utah State University in Logan, Utah, Packer's Ferry was used by freighters on their way to Montana.

Ricks' Ferries, 1862-ca. 1870. In June, 1862, Joel Ricks and Company petitioned the Cache County (Utah) court for a right to establish a ferry across Little Bear River below its junction with the Logan River, and another ferry across Bear River below the mouth of High Creek - (High Creek is west of Richmond, Utah, south of the Utah-Idaho border). The petition was granted along with the following rates of toll:

For a horseman, or single animal with pack	\$1.00
" " wagon drawn by two animals	\$3.00
" " " " " 4 "	\$4.00
" " " " " 6 "	\$5.00
" " " " " 8 "	\$11.00 [\$6.00?]
" " " " " 10 "	\$7.00
" " " " " 12 "	\$8.00
" Carts, one half the foregoing rates	
Single animals	\$0.25
For colts, calves, hogs, sheep, etc.	\$0.10
For single persons	\$0.25

Persons who are required to assist in crossing, free.

(Cache County, Utah, County Book "A", 32; Ricks, 1953, 35; Ricks, ed., 1956, 91).

According to Jeff Simmonds (Interview, 1975), Special Collections Librarian at Utah State University, Logan, Utah, freighters used Ricks' ferries on their way to the Montana mines. He states that the Bear River was bridged in 1870 which would have replaced the ferry.

A ferry built by settlers of Benson, Utah, around 1870 would have been near the same site where Joel Ricks established his ferry in the Little Bear River in 1862 (Merrill, 1970, 29).

According to one source (Logan Journal, May 17, 1924), Ricks' ferry near the junction of the Little Bear and Logan Rivers was in Benson, Utah. The river at the site of the ferry was half a mile wide and the ferry boat had to be propelled with oars. Nearly all of the travel in and out of the valley that year went via the ferry at Benson.

Pescadero Ferry, ca. 1864. Pescadero is a Union Pacific Railroad Siding north of Montpelier, Idaho, between the towns of Bern and Georgetown (Dimick, Interview, 1975). Pescadero Siding is located west of Bennington, Idaho, next to the Bear River. At one time a ferry boat was used there by residents of surrounding towns to cross the river (Peterson, and other, eds., 1968, 250; Rich, 1963, 77).

Hazel Peterson (Interview, 1975), a long-time resident of Ovid, Idaho, says the ferry was a flat boat built with logs. This ferry was operating around 1864 (Rich, 1963, 76-77, also Footnotes).

Cozzens' Ferry, 1864-1868. In April 1864, John Cozzens, and other early settlers of Bear Lake Valley, built a flat-bottom boat (Rich, 1963, 32) and ferried their wagons across the Bear River for the settlement of Montpelier, Idaho (Rich, 1945, 6; Peterson, and others, eds., 1968, 198). The horses and oxen were forced to swim the river (Passey, 1936, 8).

This crude ferry-boat, made of logs (Rich, 1957, 14). was attached by ropes to large posts on either side of the river and the men pulled the boat back and forth by hand. Cozzens continued to operate this ferry for several years afterward (Passey, 1936, 7-8). Cozzens maintained this ferry from 1864 to 1868, which was located near present day Bern (Rich, 1920, 8; Rich, 1957, 41) and the mouth of the Bear Lake outlet (Peterson, and others, eds., 1968, 200). He lived in Bear Lake Valley from 1863 to 1890 (Peterson, and others, eds., 1968, 161).

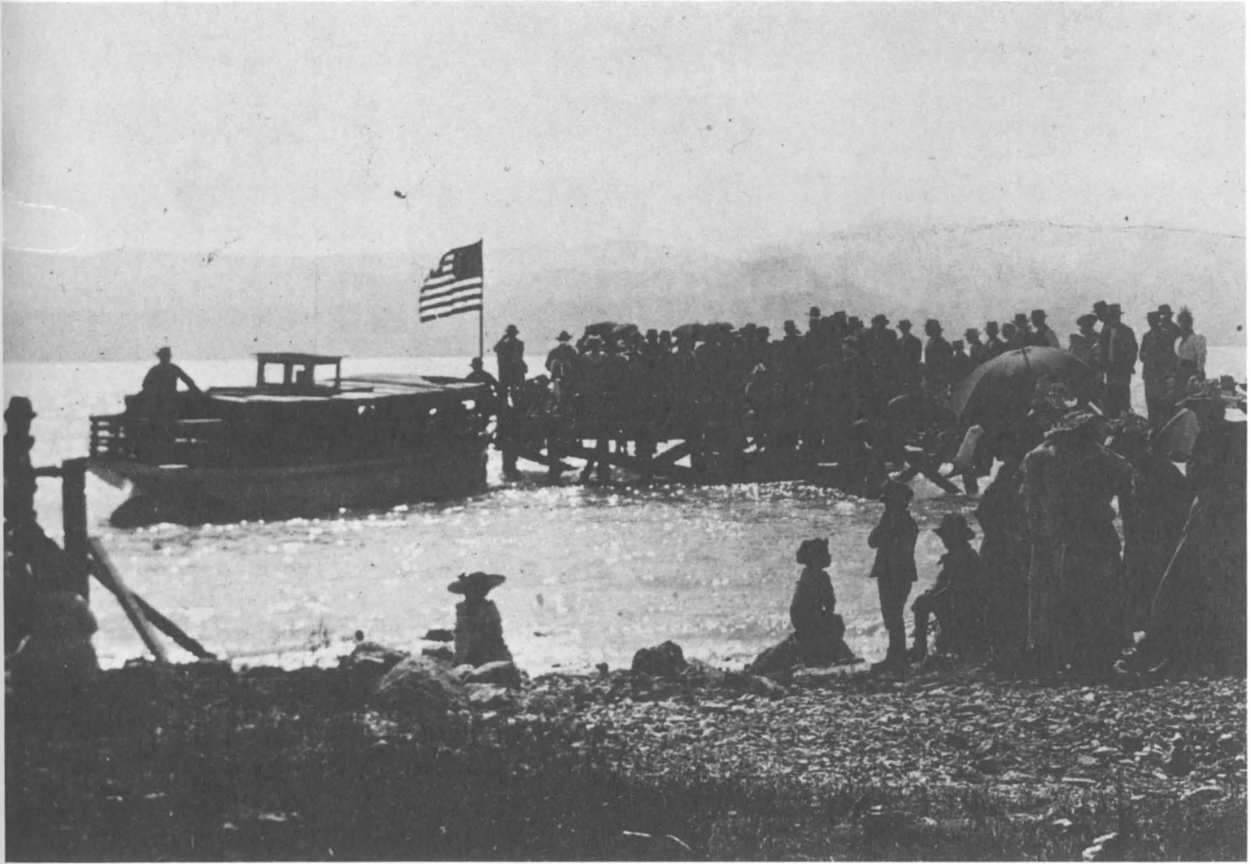
Mortensen's Ferry, 1867-1876. In 1867 a ferry boat was built at Bear River City and operated by Knude Mortensen (or Mortinson) and son, Martin (Reeder, 1951, 109; Forsgren, comp., History of Box Elder County, 147). For a period of nine years this method of crossing Bear River prevailed, with other operators succeeding the Mortensens (Jensen, 1947, 55). In 1876 a bridge was built across the river and replaced the ferry (Jensen, 1947, 124). This site was used as an immigrant crossing over the Bear River on the Salt Lake Cutoff trail from Salt Lake City to the City of Rocks on the California trail (southeast of Oakley, Idaho near the Utah-Idaho border) (Korns, 1951, 265).

Corinne Ferry, ca. 1869-ca. 1870. A man by the name of Stubblefield, an early settler of Corinne, Utah, operated a ferry in the town on Bear River prior to the building of the Central Pacific railroad (Halverson, Box Elder News-Journal, Sept. 3, 1947). Although it is not certain where Stubblefield operated his ferry, one was established in the town as a point near Arizona and Mexico Street (Jameson, 1951, 52).

Another one of the early settlers of Corinne was Hiram House who "came west" in 1864. He owned and operated a "river ferry boat" in 1870, south of the Central Pacific railroad bridge. Anderson, 1941, 149; Reeder, 1951, 96). These two ferries may have been identical.

Kutz Ferry, 1873. Tilford Kutz, a squaw man, built a one-room cabin on Smith's Fork of Bear River in 1873 and operated a ferry (near Cokevill, Wyoming) and trading post serving the diminishing numbers of overland emigrants (W.P.A., Wyoming, 1941, 250). Note: this ferry is not shown on the map on page .

East-West Ferry, 1875. During the spring of 1875 every bridge on the Bear River in Cache County, Utah was washed out by high water, and local residents had to use a ferry located just west of Smithfield, Utah. This ferry was operated by David Reese (Pike, n.d., p. M; Fredrickson, 1972, 28).



Launching the first gasoline-powered boat on Bear Lake at Hot Springs Resort, Idaho
Courtesy Standley H. Rich



The **Columbia** cruising on Bear Lake near Fish Haven Resort, Idaho.
Courtesy Standley H. Rich

BEAR LAKE NAVIGATION

Visible evidence exists of an ancient shoreline about 30 feet above the present elevation of Bear Lake. Bear River, no doubt, was once a natural tributary of this ancient lake. Geologists say that sediment eventually formed a plain, separating Bear River from the lake (Utah Power and Light Company, Salt Lake City, Bear River - Bear Lake Project, 4).

Before hydro-electric development was started around Bear Lake, there was no connection between Bear River and Bear Lake except a small channel which drained to and from the lake and the river (Cummings, ed., 1927, 5; Rich, Interview, 1975; Rich, 1963, 6).

According to Standley H. Rich (Interview, 1975), 91 year old resident of Bear Lake County, Idaho, when Bear River was high it would flow through the old natural channel just west of the present Bear Lake outlet canal on the north side of the lake. (This old channel is presently closed by a dike on the lake's north shore). This channel is shown on Atlas Sheet No. 41 (B), (1877), U.S. Geographical Surveys West of the 100th Meridian.

Rich's Steamboat, 1894-1896. Joseph C. Rich, early settler of Bear Lake County, Idaho, in ca. 1893, built the first sailing vessel, Ann Eliza, that successfully and safely sailed the waters of Bear Lake. The success of this sailboat prompted him to build a gasoline engine boat (Poulsen, 1958, 302; Rich, Interview, 1975).

In 1894 Rich launched a fifty-passenger "steamboat" on Bear Lake (Rich, 1963, 180). This gasoline-powered boat cost \$1,500 and was built by J. J. Myers (Rich, Interview, 1975). According to Joseph Rich, he built the boat, the first "steamboat" in Southern Idaho. It was 41 feet long, with two cabins and two decks. The boat was used to promote Rich's Hot Springs Resort on the northeast shore of Bear Lake. Rich's son Standley (Interview, 1975) states that the fare for a boat ride was 25 cents. Upon reaching the Hot Springs Resort, there was another charge of 25 cents for a bath or swim in the bathhouse pool (Poulsen 1958, 302). Relations were admitted free. Because the Rich family in Bear Lake Valley was so large (owing to plural marriages) everybody that called Rich "Uncle Joe" got in free. He had so many relations that he wasn't making money. So Rich started charging for relatives and let all others in free and began making a profit (Rich, Interview, 1975).

The "steamboat" was primarily used as a pleasure cruiser and ran from Hot Springs on the east side of the lake to Garden City and Fish Haven on the west shore (Poulsen, 1958, 302, 306; Wilde, Interview, 1975; Hemmert, Interview, 1975).

Due to mechanical problems and because the boat was so cumbersome, Joseph Rich sold it to Walter "Wal" Stock who converted it from a gasoline to a steam-powered boat. It had a chimney stack about six feet above the top of the boat and burned coal or wood. The boat never proved profitable and operated only two more years, running only during the three summer months (Rich, Interview, 1975).

Trapping and Fishing, ca. 1895-ca. 1917. Before the old channel was closed, about World War I, people used rowboats on it to hunt

and set traps. Lorenzo Hemmert (Interview, 1975), present owner of Hot Springs Resort on the northeast shore of the lake, was among those who trapped the old channel. He caught beaver, mink and muskrat and sold his furs to Sam Locks in Montpelier, Idaho (Hemmert, Interview, 1975).

Rowboats were mainly used in trapping. Joseph Clark, early resident of Bear Lake Valley, was the principal trapper on the channel, and trapping was his occupation (Rich, Interview, 1975). According to Standley H. Rich (Interview, 1975) his cousin Milando Rich trapped the old channel as late as 1910. Many others trapped the old channel. It was quite a profitable business says Mr. Rich. This channel is still trapped today (Deardorff-Pugmire, Interview, 1975).

Mr. Hemmert, (Interview, 1975), states that at one time people fished from boats on Bear Lake for trout, herring and suckers. Fish were salted in 50 gallon barrels to preserve them and then taken to Box Elder County, Utah and other locations and traded for dried fruit.

Ole Hanson, a Danishman who lived on the north shore of Bear Lake, ca. 1895-ca. 1902, made a business of fishing from a rowboat on the lake. He used nets to catch trout that weighed from 5 to 15 pounds and sold his fish in Montpelier, Paris, and neighboring towns in Bear Lake County, Idaho (Rich, Interview, 1975).

Dredges, 1902-ca. 1917. When engineering developments began on Bear Lake to divert the waters of Bear River into the lake, three dredges were used, two of which were hydraulic dredges and the other a dipper dredge. The first hydraulic dredge operated by steam, the

other one was electric-powered. These floating dredges were used to build the inlet and outlet canals to and from Bear Lake and the river (Deardorff-Pugmire, Interview, 1975; Utah Power and Light Company, Salt Lake City, History of the Development of Bear Lake, 6).

The Columbia, ca. 1905-ca. 1910. Another boat used on Bear Lake was the Columbia, a gasoline powered craft built by Joseph Stock of the Stock Brothers Resort at Fish Haven, Idaho. It would accommodate from 15 to 20 passengers and made trips all around Bear Lake. Bear Lake is 8 miles wide and 20 miles long. (Rich, Interview, 1975). Stock's fare was about 75 cents to cross the lake and from \$1.00 to \$1.25 round trip from Fish Haven to Hot Springs. It was a very successful operation and ran to about 1910 (Rich, Interview, 1975).

Cruiser in the 1930's. According to Cook (Interview, 1975) a 25-30 passenger Cruiser operated on Bear Lake at the Lakota Resort in Utah, near the Utah-Idaho line.

Bear Lake, 1975. Bear Lake today is navigated in pleasure boats. On the western shore of the lake there are resorts which sell boat rides and even short trips on a sea plane. However, this is the only present navigational use of the lake.

BEAR RIVER MISCELLANY

Utah Power and Light Company. According to Pat Wilde (Interview, 1975), in 1903 the Telluride Power Company (later Utah Power and Light Co.) sent 12 men in canoes down Bear River from Wyoming to Soda Springs, Idaho, to find power sources and all outlets on the river. These men mapped the river and later the power company filed for water rights.

Trapping. Trapping on Bear River today is not uncommon (Wilde, Interview, 1975). Most of the trapping takes place within Idaho. Marriner Jensen (Jensen, Interview, 1975) of Alton, Idaho traps Bear River with a 16 foot motor boat from Pegram, Idaho to his ranch at Alton, Idaho. The Jensens sell their furs in Brigham City and Salt Lake City, Utah, and in Montpelier, Idaho.

Oral Keller (Interview, 1975), traps Bear River for mink, muskrats and beaver. He uses a 14 foot outboard motorboat to set his traps along the river from Thatcher, Idaho, to the Oneida Reservoir, north of Preston. Keller sells his furs in Brigham City, Utah. He receives \$10.00 to \$15.00 a hide for mink, \$15.00 a hide for beaver and about \$2.50 a hide for muskrat. Trappers in Idaho are governed by the state's "Fur Trapping Seasons and Regulations" issued annually.

Paris Cooperative Institution. The Paris Cooperative Institution, established in 1874, purchased a ranch in Nounan Valley (in 1876), twenty miles north of Paris, Idaho and two miles east

of the Oregon Short Line (now Union Pacific) Railroad, to increase its profits and diversify its activities (Rich, 1963, 124-125; Elliott and Co., 1884, 222-223, 255).

According to Pat Wilde (Interview, 1975), Bear Lake County (Idaho) Centennial Committee Chairman, this cooperative dairy association floated kegs of butter and cheese down Bear River from Nounan to Soda Springs, Idaho. American and Swiss cheese and butter were placed in wooden half-barrel kegs and sent down the river. Some of the kegs were placed on rafts about 10 feet long and 6 feet wide and each raft carried 500 pounds. To prevent the kegs and unmanned rafts from getting jammed in the river, a man would ride horseback along the banks of the river and use a "prod"-pole to work the kegs and rafts loose from any obstacles. From Soda Springs the kegs were taken overland to Eagle Rock (now Idaho Falls) and then shipped by freighter to the Montana mines. Because of the fluctuation of the water in the river and presumably due to the meandering nature of the stream, the floating of kegs and rafts was only done during a few months in one year sometime during the 1880's. From this time on the kegs were shipped on the Oregon Short Line Railroad to Soda Springs, Idaho (Wilde, Interview, 1975; Rich, 1963, 123).

Recreational Boating. Today pleasure boating takes place primarily on the man-made reservoirs of Bear River. Other than Bear Lake, the Soda Springs (or Alexander) Reservoir, at Soda Springs, Idaho, is the most popular location on Bear River for pleasure boating (Idaho Almanac: Territorial Centennial Edition 1863-1963, 319).

Since 1965 the American Powerboat Association (A.P.B.A.) has

sanctioned races on the reservoir. The Utah Speedboat Association and other organizations sponsor inboard motorboat races which are held every August on a one mile oval course (Summers, Interview, 1975).

Boat races sanctioned by the A.P.B.A. were also held at Corinne, Utah from about 1945 to 1950 (Rader, Interview, 1975).

According to a number of informants, recreational boating is undertaken on the following Bear River reservoirs in Idaho: Grace; Cove; Oneida (Rasmussen, Keller, Interviews, 1975). And in Utah: Woodruff Narrows; Cutler (Andersen, Olsen, Smith, Interviews, 1975).

There is some individual recreational boating on the free-flowing sections of the Bear River but no information was found to indicate this is done on an organized basis.

Bear River Gun Clubs. Chester Rader (Interview, 1975), long-time resident of Corinne, Utah, and an employee of the Bear River Club (a large duck hunting club) for 39 years, states that two large gun clubs on Bear River near the Bear River Migratory Bird Refuge operated two 36-foot gasoline-powered launches on Bear River from about 1900 to 1920. These boats were used to transport duck club members from Corinne to the club houses. The Bear River Club boat was named Dorothy and the Duckville Gun Club boat was called Dart. From the cement boat landing at Corinne (1/4 mile south of Montana Street) to the Bear River Club was about eighteen river miles. These boats traveled 12 to 14 miles an hour and were in-board motorboats.

About 1900, a wooden, flat-bottom barge, 12 feet wide and 40 feet long, was used to haul lumber to construct the gun club houses on the river. Lumber was hauled in by train to Corinne and loaded

on the barge. This barge was later used to haul coal from Corinne to the Bear River Club about a mile and a half upstream from the Bear River Bird Refuge. This barge would haul at least 10 tons of coal. Coal was shipped into Corinne on the Southern Pacific Railroad. The barge was pushed by a gasoline-powered tugboat, made of steel, 20 feet long and about 8 feet wide.

In 1928 the dike west of the Bear River Gun Club washed out and Mr. Rader hauled one carload of lumber with this barge to repair the dike.

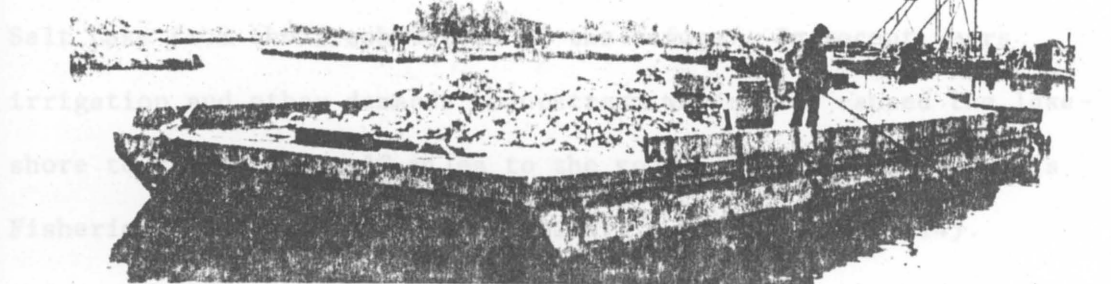
This same barge was used to cross Bear River with carloads of supplies for the gun clubs. Supplies were hauled from Corinne along a road just west of the river to the north side. From here the barge ferried cargo across the river to the clubs on the south bank. As late as 1928 Mr. Rader used this barge to ferry 2 tons of coal from the north bank of the river to the Bear River Club.

Today, these duck clubs near Bear River Refuge, navigate the river to hunt waterfowl. Paid boat operators and hunting guides take club members in boats to the several hunting areas in the bay (Olsen, Interview, 1975).

Bear River Migratory Bird Refuge. In 1927 L. M. Winsor, engineer for the U.S. Bureau of Biological Survey (now U.S. Fish and Wildlife Service) laid out the Bear River Bird Refuge located 15 miles west of Brigham City, Utah (Winsor, 1963, ii). The loss of about half a million ducks to botulism in 1910 was a motivating factor in the establishment of the refuge which was completed in 1929 (U.S. Bureau of Sports Fisheries and Wildlife. Fish and Wildlife Service 1968, 4-5; Winsor, 1963, iii).

In 1927 a boat called the "Bear River" was used in the construction of dikes for the Bear River Bay Project. The boat was used to transport material to the site of the project. The boat was used to transport material to the site of the project. The boat was used to transport material to the site of the project.

Also, barges were used in the construction of dikes for the Bear River Bay Project. The barges were used to transport material to the site of the project. The barges were used to transport material to the site of the project.



Barge used in the construction of dikes for the Bear River Bay Project, 1927-1929.

From Winsor Papers, XVII

In 1927 a boat called the Mud Queen, capable of navigating in soft mud as well as deep water, was used in the reconnaissance survey of the Bear River Bay project.

A thirty-two foot motorboat was used during 1928 to make field studies leading to the establishment of the first three units of this project.

Also, barges were used to haul rock for the construction of dikes near the borders of the refuge during 1929 (Winsor Papers, Vols.XV, XVII). The refuge outer dikes separated the salty waters of Great Salt Lake from the fresh waters of the refuge. In recent years irrigation and other demands on upstream water have caused the lake-shore to recede about 12 miles to the south (U.S. Bureau of Sports Fisheries and Wildlife. Fish and Wildlife Service, 1968, 14).

ACKNOWLEDGEMENTS

The following institutions assisted the project.

Chambers of Commerce. Montpelier, Pocatello and Preston, Idaho.

Government Agencies. U.S. Department of Agriculture, Soil Conservation Service Offices: Montpelier, Soda Springs, Idaho; Randolph, Utah; Cokeville, Wyoming. U.S. Department of Agriculture Forest Service Ranger Station: Montpelier, Soda Springs, Idaho; Hyrum, Utah; Evanston, Wyoming. U.S. Department of the Interior Fish and Wildlife Service Offices: Soda Springs, Idaho; Bear River Migratory Bird Refuge, Brigham City, Utah.

Museums and Historical Societies. Bannock County Historical Society, Pocatello, Idaho; Brigham City Community Center, Brigham City, Utah; Uinta County Historical Society, Evanston, Wyoming; Utah State Historical Society, Salt Lake City.

Public Libraries. Grace, Montpelier, Pocatello, Preston, Soda Springs, Idaho; Brigham City, Holladay, Utah; Cokeville, Evanston, Wyoming.

Universities. Marriott Library, University of Utah, Salt Lake City; Merrill Library, Utah State University, Logan; Utah Water Research Laboratory, Utah State University, Logan; Library, Idaho State University, Pocatello.

And the following. Bear River Association of Governments: Box Elder, Cache, Rich Counties, Logan, Utah; Bear River Basin Study,

Federal Building, Salt Lake City, Utah; Bear River Commission, Logan, Utah; Cache County Engineer Office, Logan, Utah.

Utah Power and Light Company. Offices and stations in Salt Lake City and Collinston, Utah; Grace, St. Charles and Soda Springs, Idaho.

In addition the following individuals supplied important information.

In Utah. W. D. Johnson, Smithfield; Myrtle Jones, Mildred Hatch Thomson, Randolph; Elaine K. Cox, Woodruff; C. E. Bigler, Bountiful; Guss Rich, Laketown; Duaine Erickson, Salt Lake City.

In Idaho. Darwin and Edith Parker Haddock, Paris; Vic Lansberry, Soda Springs; Gail Ray, Grace; Fred H. Anderson, Preston; Allen Ludwig, Nounan; Delbert Price, Montpelier; Merle W. Wells, Boise.

In Wyoming. J. P. Hudson, Pierce E. Nelson, Lorenzo "Ren" Burdett, Basil Cole, Evanston; Margaret Wagstaff, Carl Nelson, Cokeville.

INTERVIEWS

The following persons supplied important information and have been cited in the text. All interviews were conducted by Steven K. Madsen during the days between June 12 and June 23, 1975.

Andersen, Glenn C.

22 East Center Street, Logan, Utah, 84321

Carlton, Helen C.

P. O. Box 161, 532 10th Street, Evanston, Wyoming,
82930

Cook, Oris K.

P. O. Box 247, Cokeville, Wyoming, 83114

Deardorff, F. Robert, and Junior Pugmire

St. Charles, Idaho, 83272

Dimick, Vivienne

Bear Lake County Free Library, Montpelier, Idaho, 83254

Hart, Newell

Route 3, P. O. Box 273, Preston, Idaho, 83262

Hemmert, Lorenzo

Bear Lake Hot Springs, St. Charles, Idaho, 83272

Jensen, Mrs. Marriner

Star Route No. 1, Montpelier, Idaho, 83254

Johnson, William G.

Georgetown, Idaho, 83239

Keller, Oral "Bud"

Star Route, Preston, Idaho, 83263

Marshall, Beulah B.

P. O. Box 155, Evanston, Wyoming, 82930

Olsen, Bruce W.

P. O. Box 281, Hyrum, Utah, 84319

Peterson, Hazel

P. O. Box 22, Ovid, Idaho, 83260

Rader, Chester
290 Main, Corinne, Utah, 84307

Rasmussen, Paul
Route 1, P. O. Box 180, Grace, Idaho, 83241

Rich, Standley H.
118 North 8th Street, Montpelier, Idaho, 83254

Simmonds, A. Jeff
Black Jack on-the-Flats, Trenton, Utah

Smith, Fred
Cutler Dam, Collinston, Utah, 84306

Summers, Robert M.
Star Route 1, Soda Springs, Idaho, 83276

Wheeler, Denise
P. O. Box 106, Evanston, Wyoming, 82930

Wilde, J. Pat
524 North 4th Street, Montpelier, Idaho, 83254

BIBLIOGRAPHY

Anderson, Bernice Gibbs,

1941 "The Gentile City of Corinne," Utah Historical Quarterly, IX (July, October), 140-154.

1942 "Historic Land Mark Abandoned at Corinne: Southern Pacific Depot was Beehive of Early Day Activity." Ogden, Utah, Ogden Standard Examiner, August 4.

1947 "Corinne Once Was Lakeport Town: Commerce Short-Lived: Seventy-foot 'City of Corinne' had a Colorful History." Brigham City, Utah, Box Elder News, September 3.

1951 "Hampton's Ford and Ferry" in Box Elder Chapter Sons of Utah Pioneers, Box Elder Lore of the Nineteenth Century (Brigham City, Box Elder Chapter Sons of Utah Pioneers), 103-107.

1951 "The City of Corinne," in Box Elder Chapter Sons of Utah Pioneers, Box Elder Lore of the Nineteenth Century (Brigham City, Box Elder Chapter Sons of Utah Pioneers), 117-118.

1955 "She Forsook a Rowdy Childhood and Found her Future in Farming: Corinne is Coming Back." Salt Lake Tribune, August 28.

n.d. "Corinne, Spawned by Railroads Joining East to West, has a Colorful and Interesting History: 'Gentile Capital' of Utah Today is Friendly with Good Neighbors Cooperating Residents Claim Good Can Come out of Corinne." Brigham City, Utah, Box Elder News-Journal undated clipping, Utah State Historical Society.

Arrington, Leonard J.,

- 1958 Great Basin Kingdom: An Economic History of the Latter-day Saints, 1830-1900 (Cambridge, Mass., Harvard University Press).

Athearn, Robert G.,

- 1971 Union Pacific Country (Chicago, Rand McNally and Co).

Atkinson, David E.,

- 1973 Report on Aspect of Great Salt Lake Navigation, with Documentation Illustrating and Supporting Interstate Commerce. (Sacramento, Corps of Engineers, Sacramento District). Mimeographed paper of 6 leaves.

Ayres, James E., ed.,

- 1975 Bill of Exceptions Case of B. F. Woods vs. The Hilliard Flume and Lumber Company filed 17 March, 1877 (Type-script, Arizona State Museum, University of Arizona, copy in Utah State Historical Society).

Bagley, Gerald C.,

- 1965 "Daniel T. Potts," in LeRoy R. Hagen, ed., The Mountain Men and the Fur Trade of the Far West, III (Glendale, California, Arthur H. Clark Company), 249-262.

Bailey, Charles Ramsden,

- 1955 Autobiography, Joel E. Ricks, Collection of Transcriptions, III (Special Collections, Library, Utah State University, Logan).

Barnard, Lula, Faunda Bybee, and Lola Walker, comps.,

- 1958 Tosoiba: Sparkling Waters (Soda Springs, Idaho, Daughters of Utah Pioneers).

Beal, Merrill D.,

- 1942 A History of Southeastern Idaho (Caldwell, Idaho, Caxton Printers).

-
- 1962 Intermountain Railroads, Standard and Narrow Gauge (Caldwell, Idaho, Caxton Printers).

Bear River Commission,

- 1958 The Bear River Compact: What it Means (Logan, Utah, n.p.).

Billington, Ray Allen,

- 1960 Westward Expansion, a History of the American Frontier (Second Edition: New York, Macmillan Company).

Bird, Douglas M.,

- 1964 A History of Timber Resource Use in the Development of Cache Valley, Utah. M.S. Thesis, Utah State University, Forest Management (Merrill Library, Utah State University, Logan, Utah).

Box Elder County, Utah,

- 1966 County Book "A". (Recorder's Office, County Court House, Brigham City, Utah. Copy in Special Collections Division, Utah State University Library, Logan).

Cache County, Utah,

- 1952 County Book "A". (Recorder's Office, County Court House, Logan, Utah. Copy in Special Collections Division, Utah State University Library, Logan).

Cline, Gloria Griffen,

- 1974 Peter Skene Ogden and the Hudson's Bay Company (Norman, University of Oklahoma Press).

Colton, L. J.,

- 1967 "Early Day Timber Cutting Along the Upper Bear River," Utah Historical Quarterly, 35 (Summer), 202-208.

Cummings, M. L., Jr., ed.,

- 1927 "A Visit to the Haunts of the Bear," The Synchronizer. Salt Lake City, Utah: Utah Power and Light Company (June).

Danielsen, Marie, comp.,

- 1930 The Trail Blazer: History of the Development of Southeastern Idaho (n.p., Daughters of the [Utah] Pioneers). Copy in the Rare Book Room, Idaho State University Library, Pocatello.

Daughters of the Utah Pioneers, Uintah County, Utah,

- 1947 Builders of Uintah: A Centennial History of Uintah County 1872 to 1947 (Springville, Utah: Art City Publishing Co.)

DeGraoff, Dorothy, comp.,

- 1932 "The Story of Millville and Its Pioneers," Item 137, MS Collection of Joel E. Ricks, Logan, Utah, (Microfilm A345 Utah State Historical Society, Salt Lake City).

Dellenbaugh, Frederick S.,

- 1914 Fremont and '49: The Story of a Remarkable Career and its Relation to the Exploration and Development of our Western Territory, Especially of California (New York, G. P. Putman's Sons).

Elliott, Wallace W., and Co.,

- 1884 History of Idaho Territory Showing Its Resources and Advantages . . . (San Francisco, California, Wallace W. Elliott and Company).

Fehrman, Richard J.,

- 1972 "The Mountain Men - A Statistical View," in LeRoy R. Hafen, ed., The Mountain Men and the Fur Trade of the Far West, X (Glendale, California, Arthur H. Clark Company), 9-15.

Forsgren, Lydia Walker, comp.,

- n.d. History of Box Elder County (n.p., Copy in Special Collections, Library, Utah State University, Logan).

Fredrickson, Lars,

- 1972 History of Weston, Idaho (Logan, Utah State University Press).

Griffen, Robert A., ed.,

- 1971 Reminiscences of Alexander Toponce (New edition: Norman, University of Oklahoma Press).

Hafen, LeRoy R.,

- 1965 "A Brief History of the Fur Trade in the Far West," in LeRoy R. Hafen, ed., The Mountain Men and the Fur Trade of the Far West, I (Glendale, California, Arthur H. Clark Company), 21-176.

Hafen, LeRoy R., ed.,

- 1965-1972 The Mountain Men and the Fur Trade of the Far West (Glendale, California, Arthur H. Clark Company), 10 vols.

Halverson, J. E.,

- 1947 "Early Days of Corinne Were Busy Ones for Town's Mayor, Alexander Toponce Recalls," Brigham City, Utah, Box Elder News-Journal, September 3.

Harmer, Mabel,

- 1947 "Brigham City - Town of the Week," Salt Lake City, Deseret News, October 18.

Harstad, Peter T.,

- 1968 "The Lander Trail," Idaho Yesterdays, 12 (Fall).

Hart, Newell, ed.,

- 1973 Hometown Album: A Pictorial History of Franklin County, Idaho - Horse and Buggy Days and Early Auto Era (Preston, Idaho, Cache Valley Newsletter Publishing Co.).

Henshaw, F. F., E. A. Porter, and G. C. Stevens,

- 1914 Surface Water Supply of the United States, 1912: Part X, The Great Basin. U.S. Geological Survey, Water Supply Paper 330 (Washington: Government Printing Office), 17-39.

Haws, Frank W., and Trevor C. Hughes,

- 1973 Hydrologic Inventory of the Bear River Study Unit (Logan, Utah Water Research Laboratory, College of Engineering, Utah State University).

Hayden, Ferdinand Vandever,

- 1879 11th Annual Report of the United States Geological and Geographical Survey of the Territories embracing Idaho and Wyoming, being a report of progress of the exploration for the year 1877 (Washington, Government Printing Office).

Hunter, Milton R.,

- 1940 Brigham Young the Colonizer (Salt Lake City, Deseret News Press).

The Idaho Almanac,

- 1963 The Idaho Almanac: Territorial Centennial Edition 1863-1963 (Boise, Idaho Department of Commerce and Development).

Jackson, W. Turrentine.

- 1952 Wagon Roads West, a Study of Federal Road Surveys and Construction in the Trans-Mississippi West 1846-1869 (Berkeley and Los Angeles, University of California Press).

Jackson, Donald, and Mary Lee Spence, eds.,

- 1970 The Expeditions of John Charles Fremont, I, Travels from 1838 to 1844 (Urbana, University of Illinois Press).

Jameson, Jesse Harold,

- 1951 Corinne: A Study of a Freight Transfer Point in the Montana Trade 1869 to 1878 M.A. Thesis, Department of History, University of Utah (Marriott Library, University of Utah).

Jensen, Andrew,

- 1941 Encyclopedic History of the Church of Jesus Christ of Latter-day Saints (Salt Lake City, Deseret News Publishing Company).

Jensen, Lucinda P.,

- 1947 History of Bear River City (Brigham City, Utah, Box Elder News-Journal).

Korns, J. Roderic,

- 1951 West From Fort Bridger: The Pioneering of the Immigrant Trails Across Utah 1846-1850 (Salt Lake City, Utah State Historical Society).

Kozak, Nick,

- 1964 "Listen Quietly, You'll Hear Past Still Echoes in Corinne." Salt Lake Tribune, August 23.

Larson, Gustive O.,

- 1958 Outline History of Utah and the Mormons (Salt Lake City, Deseret Book Company).

Larson, T. A.,

- 1965 History of Wyoming (Lincoln, University of Nebraska Press).

Margulies, Stan,

- 1946 "Corinne, Utopia Faded, Content with Quiet Life," Salt Lake Tribune, August 25.

McConnell, W. J.,

- 1913 Early History of Idaho (Caldwell, Idaho, Caxton Printers).

Merrill, Yvonne Young,

- 1970 Cache Valley: A Guide to Northeastern Utah. Assisted by Ruth Stanfield Rees (n.p. Herald Printing Company).

Miller, David E.,

- 1952 "Peter Skene Ogden's Journal of His Expedition to Utah, 1825," Utah Historical Quarterly XX (April), 159-186.

Morgan, Dale L.

- 1943 The Humboldt: Highroad of the West (New York, Farrar and Rinehart).

-
- 1947 The Great Salt Lake (Indianapolis and New York, Bobbs-Merrill Company. New Edition with an Introduction by Ray Allen Billington, Albuquerque, University of New Mexico Press, 1973).

ed.,

- 1949 "The Mormon Ferry on the North Platte," Annals of Wyoming, 21 (July-October), 110-123.

-
- 1953 Jedediah Smith and the Opening of the West (Indianapolis and New York, Bobbs-Merrill, 1953).

-
- 1959 "Ferries of the Forty-Niners," Annals of Wyoming, 31 (April), 4-31.

-
- 1960 "The Ferries of the Forty-Niners, Part III - Section 1, The Green River Ferries," Annals of Wyoming 32 (April), 50-69.

-
- 1960 "Ferries of the Forty-Niners," Annals of Wyoming, 32 (October), 167-203.

ed.,

-
- 1964 The West of William H. Ashley: The international struggle for the fur trade of the Missouri, the Rocky Mountains, and the Columbia, with explorations beyond the Continental

- Divide, recorded in the diaries and letters of William H. Ashley and his contemporaries 1822-1838 (Denver, Colorado: The Old West Publishing Company).
- 1968 "Utah Before the Mormons," Utah Historical Quarterly, 36 (Winter), 3-23.
- Nelson, Ray,
- 1963 "Thoughts and Things: He sheds Tears for the 'Saddest Spot out in Utah'," Logan, Utah, Herald Journal, November 3.
- Noyce, Monitor C.,
- 1970 "Utah's 'Chicago of the West' turns 100 today - no Fanfare," Salt Lake City, Deseret News, February 18.
- Passey, Earl F.,
- 1936 An Account of the Settlement and Development of Montpelier, Idaho. Seminar Paper in History directed by Joel E. Ricks, 1936 (Logan, Utah State University Library, 1957. Copy in Bear Lake County Free Library, Montpelier, Idaho).
- Peterson, F. Ross, Edith Parker Haddock, and Dorothy Hardy Matthews, eds.,
- 1968 History of Bear Lake Pioneers (Bear Lake County, Idaho, Daughters of Utah Pioneers).
- Pike, Maybelle,
- n.d. "Cache Valley's West Side," Item 113 MS, Collection of Joel E. Ricks, Logan, Utah, (Microfilm A 345, Utah State Historical Society, Salt Lake City).
- Poulsen, Ezra J.,
- 1958 Joseph C. Rich - Versatile Pioneer on the Mormon Frontier: A Study of Achievement Under Difficulties (Salt Lake City, Granite Publishing Company).
- Progressive Men of Southern Idaho
- 1904 (Chicago, A. W. Bowen and Company).
- Rea, Dorothy O.,
- 1963 "Corinne: Box Elder Town Once Dreamed of Becoming Utah's Capital City." Salt Lake City, Deseret News, July ?, 1963. Clipping Utah State Historical Society, Salt Lake City.

Reeder, Adolph M.

- 1951 "Bear River City," in Box Elder Chapter Sons of Utah Pioneers, Box Elder Lore of the Nineteenth Century (Brigham City, Box Elder Sons of Utah Pioneers), 108-110.

- 1951 "Pushing Across Bear River With Flocks," in Box Elder Chapter Sons of Utah Pioneers, Box Elder Lore of the Nineteenth Century (Brigham City, Box Elder Chapter Sons of Utah Pioneers), 94-98.

Reeder, Ray M.,

- 1939 A History of the Founding, Rise and Decline of Corinne, Utah. B.S. Thesis, Department of History, Utah State Agricultural College [Utah State University], (Brigham Carnegie Library, Brigham City, Utah).

Rich, A. McKay,

- 1957 The History of Montpelier from 1864 to 1925. (M.S. Thesis, History Department, Utah State University, Logan). Copy in Bear Lake County Free Library, Montpelier, Idaho.

Rich, D. C.,

- 1945 "The Early History of Bear Lake County," Item III, MS, Collection of Joel E. Ricks, Logan, Utah. (Microfilm A345, Utah State Historical Society, Salt Lake City).

Rich, J. C.,

- 1920 "Early Days in Bear Lake County," in Bear Lake County, Idaho, Auditor, Annual Financial Report, 1919 (Paris, Idaho, Paris Review Print). Copy in possession of Mr. Standley H. Rich, Salt Lake City, Utah.

Rich, Russell R.,

- 1963 Land of the Sky-Blue Water: A History of the L.D.S. Settlement of Bear Lake Valley (Provo, Utah, Brigham Young University Press).

Ricks, Joel Edward,

- 1953 The Beginnings of Settlement in Cache Valley (Logan, Utah State University). Copy in Brigham Carnegie Library, Brigham City, Utah.

_____ ed.,

- 1956 The History of a Valley: Cache Valley, Utah - Idaho
(Logan, Utah, Cache Valley Centennial Commission).

n.d. Collection of journals, biographies, papers, etc.,
mostly pertaining to Cache Valley, Utah and Idaho.
Item 120. Untitled, undated statement on Bear River
tributaries. (Microfilm A 345, Utah State Historical
Society, Salt Lake City).

Rogers, Fred B.,

- 1938 Soldiers of the Overland: Being Some Account of the
Services of General Patrick Edward Connor and His
Volunteers in the Old West (San Francisco, The Grabhorn
Press).

Shearer, Frederick E., ed.,

- 1884 The Pacific Tourist. Adams and Bishop's Illustrated
Trans-continental Guide of Travel from the Atlantic to
the Pacific Ocean . . . (New York, Adams and Bishop)
Reprint edition.

Shupe, Verna Irene

- 1930 Caribou County Chronology. (Unpublished MS in Idaho
State University, Pocatello, Idaho).

Simmons, W. H.,

- n.d. "History of Franklin County, Idaho," Item 120, M.A.
Thesis, Colorado State College of Education, Greeley,
Colorado, Collection of Joel E. Ricks, Logan, Utah,
(Microfilm A 345, Utah State Historical Society, Salt
Lake City).

Sloan, Edward L., ed.,

- 1874 Gazeteer of Utah, and Salt Lake City Directory (Salt
Lake City, Salt Lake Herald Publishing Company).

Standing, Arnold R.,

- 1968 "A Friendly House by a Historic Road: The Hampton-Bigler
Home," Utah Historical Quarterly, 36 (Summer), 233-238.

Stansbury, Howard,

- 1964 "The Bannock Mountain Road," Idaho Yesterdays, 8 (Spring).

Stone, Elizabeth Arnold,

- 1924 Uinta County: Its Place in History (Laramie, Wyoming, Laramie Printing Company).

Twitchell, Jerry F.,

- 1959 The L.D.S. History of Bridger Valley, (Thesis, Brigham Young University).

U.S. Bureau of Sports Fisheries and Wildlife. Fish and Wildlife Service,

- 1968 Bear River Migratory Bird Refuge. Visitor Information and Tour Guide (Washington, Government Printing Office).

U.S. Geographical Surveys West of the 100th Meridian,

Atlas Sheet, 41 (B), (1877).

U.S. Forest Service.

- 1945 Caribou History: Early History of the Caribou Area (Type-script, Soda Springs Library, Idaho).

U.S. Soil Conservation Service,

- 1975 Working Paper: Existing Lakes and Reservoirs, Bear River Basin, Idaho-Utah-Wyoming for Bear River Basin Type IV Study (n.p., Soil Conservation Service, May).

[Utah Power and Light Company, Salt Lake City],

Bear River - Bear Lake Project (n.p., n.p., n.d.). Pamphlet descriptive of the project.

History of the Development of Bear Lake (n.p., n.p., n.d.). Typescript of 6 pages descriptive of the history of the company's operations. From company files Salt Lake City.

Utah Semi-Centennial Commission

- 1899 Report and Financial Statement of the Utah Semi-Centennial Commission and Official Programme of the Utah Pioneer Jubilee held at Salt Lake City, Utah, July 20 to 25, 1897 (Salt Lake City: Deseret News Publishing Company).

Waddell, Kidd Morris

- 1970 Quality of Surface Water in the Bear River Basin, Utah, Wyoming, and Idaho. M.S. Thesis, University of Utah, Department of Civil Engineering. (Marriott Library, University of Utah).

1970 Quality of Surface Water in the Bear River Basin, Utah, Wyoming, and Idaho. Utah Basic-Data Release No. 18 (Salt Lake City. U.S. Geological Survey, and the Utah Department of Natural Resources Division of Water Rights).

Wagner, W. F., ed.,

1904 Leonard's Narrative. Adventures of Zenas Leonard Fur Trader and Trapper, 1831-1836. Reprinted from the Rare Original of 1839 (Cleveland, Burrows Brothers).

Walker, Eugene H.

1962 "Oneida Salt," Idaho Yesterdays, 6 (Fall).

Warner, Ted J.,

1965 "Peter Skene Ogden," in LeRoy R. Hafen, ed., The Mountain Men and the Fur Trade of the Far West, III (Glendale, California, Arthur H. Clark Company), 213-238.

Wells, Merle,

1969 "Ignace Hatchiorauquasha (John Grey)", in LeRoy R. Hafen, ed., The Mountain Men and the Fur Trade of the Far West, VII (Glendale, California, Arthur H. Clark Company), 161-175.

Winsor, L. M.,

1963 Irrigation and Flood Control (Murray, Utah, R. Fenton Murray). Copy in Special Collections, Library, Utah State University, Logan.

Winsor Papers,

n.d. Vols. XV, XVII, Photographs (Special Collections, Library, Utah State University, Logan). The papers of L. M. Winsor, Irrigation Engineer.

Woolley, Ralf Rumel,

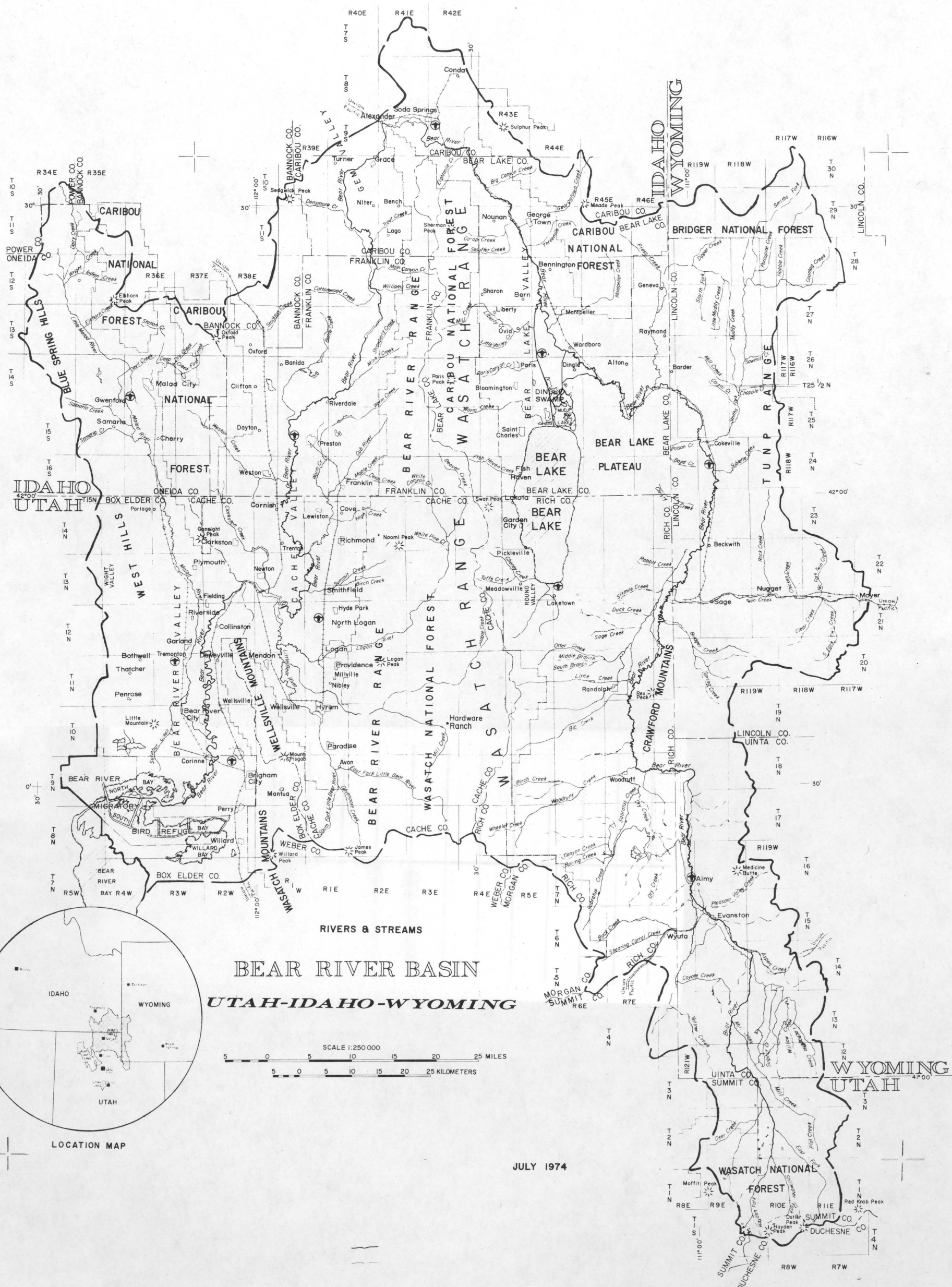
1924 Water Powers of the Great Salt Lake Basin. U.S. Geological Survey, Water Supply Paper 517 (Washington: Government Printing Office).

Work Projects Administration, Writers' Program,

1938 The Idaho Encyclopedia (Caldwell, Idaho, Caxton Printers).

1941 Wyoming: A Guide to its History, Highways, and People
(New York, Oxford University Press).

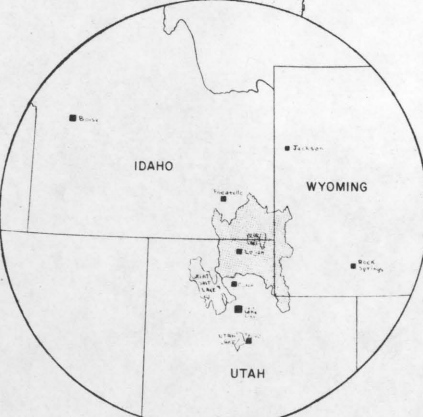
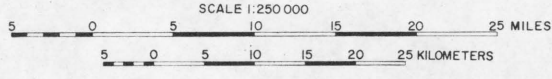
1941 Utah: A Guide to the State (New York, Hastings House).



RIVERS & STREAMS

BEAR RIVER BASIN

UTAH-IDAHO-WYOMING



LOCATION MAP

JULY 1974