

Historic Lehi

1

Pony Express Trail

Stagecoach Route

United States/Mormon War

Porter Rockwell

Hutchings Museum

Saratoga



Vigilantes Desperados Indian Massacres

Published in the Interest of Tourism by: Lehi Historical
Commission Lehi Chamber of Commerce Utah County Travel Council



Free to Tourists All Others, \$1.50 per Booklet, 50 Cents per Map
Historic Lehi--Where the American West Still Is

LEHI



PIONEERS PAST AND PRESENT

Lehi, the First City in Utah County



Room to Live and Grow

People are
Friendly

Hard Working

The pioneer legacy of Lehi still whispers from the original old buildings and the rich historical heritage. The leading City in north Utah County at the turn of the century is now in a position to rise to its full potential again in the nineties. Lehi is strategically located between the computer software centers of Provo and Orem, only twenty minutes to the south, and Salt Lake International Airport, only thirty-five minutes to the north. Abundant land is available for business and commercial development. As Escalante reported to the King of Spain in 1776: "Timpanogos Valley (Utah Valley) is the most beautiful, and fertile valley in all 'New Spain,' and is inhabited by friendly peaceful people." It is still inhabited by some of the friendliest people in the world. Coming from the north, Lehi is the first city in Utah County, in more ways than one.

With Good Old American

Family Values

Room to Explore and

Find the American West

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Published in the Interest of Tourism.
Free to Tourists. Others may Purchase for \$1.50 per booklet and 50 cents for maps.

Published By:
Lehi Chamber of Commerce
Historical Preservation Commission
Utah County Travel Council

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Information Credits

| | |
|--|--|
| Early History Before 1852 | Bureau of Land Management Publications |
| Most of the Lehi Historical Events and Dates | Richard Van Wagoner and His Book: Portraits of a Utah Town |
| Stage Coaches | Utah State Historical Society Library |
| Pony Express | Bureau of Land Management Publications |

For More Information

Historic Lehi Maps and Booklets
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Historic Lehi Walking and Bus Tours
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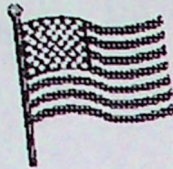


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Lehi Chamber of Commerce



**"To make Lehi a better place to live, work, and
to do business, now and in the future"**

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Tourism in and Around Lehi
Historic Preservation
Support for Local Business**

**Meets the Second Wednesday of Each Month
at 12:00 Noon**

**Gary Nelson, President
Russell Peacock, Vice President and
President Elect
Geralee Smith, Secretary, Treasurer**

1776

Historic Lehi

Historic Lehi Area Before 1776

Recent archaeological findings in Utah suggest that ancient inhabitants occupied the lands around present day Lehi as long ago as 7,000 B.C.

The ancient Anasazi Indian tribes came into Southern Utah nearly two thousand years ago. The Anasazi and later Fremont Indian tribes were closely aligned in culture and sophisticated skills. The Anasazi and Fremont Indians dominated the present day Utah area as far north as the Point of the Mountain. These tribes mysteriously and silently disappeared after almost 1,300 years.

The ancient ancestors of the Shoshone and Bannock tribes occupied the areas north of the Point of the Mountain.

In 1776 and later explorations, the Indians who greeted the intruders were divided into three main tribes: The Utes, the Paiute (Water Ute) and the Shoshone.

Historic Lehi Area in 1776

Just three weeks after the signing of the Declaration of Independence, an exploring party of Catholic Spanish padres under the direction of Dominguez, left Santa Fe, New Mexico to find a more suitable route to Monterey, California. The scribe for this group of explorers was Escalante. Since Escalante's journal was used to remember this party of explorers, it became known as Escalante's Expedition. The party traveled north and west from Santa Fe, up through the mountain valleys of western Colorado and entered Utah near the present town of Jensen, east of Vernal. They were led into Utah Valley (then called Timpanogos) by a Ute Indian and his young son. These early explorers traveled as far north in Utah Valley as the Provo River. They returned to Spanish Fork and blazed a trail into southwestern Utah. Due to heavy snows in October and the appearances of encountering severe winter weather should they continue towards Monterey, they drew lots and the Lord decided they should return to Santa Fe. They took a direct route back and had difficulties finding a crossing of the Colorado River. They finally hewed steps in the stone to descend the Colorado. On the New Mexico side of the



Escalante enters Utah Valley

Colorado, they were taken captive by Ute Indians and were told that they were to pay for the mistreatment that other Spanish Conquistadors had exerted upon their fellow tribesmen. Dominguez told the captors that there was a very large contingent of Spanish militia following his small band and if they were not released, that the Indians would suffer total defeat. The group safely reached Santa Fe.

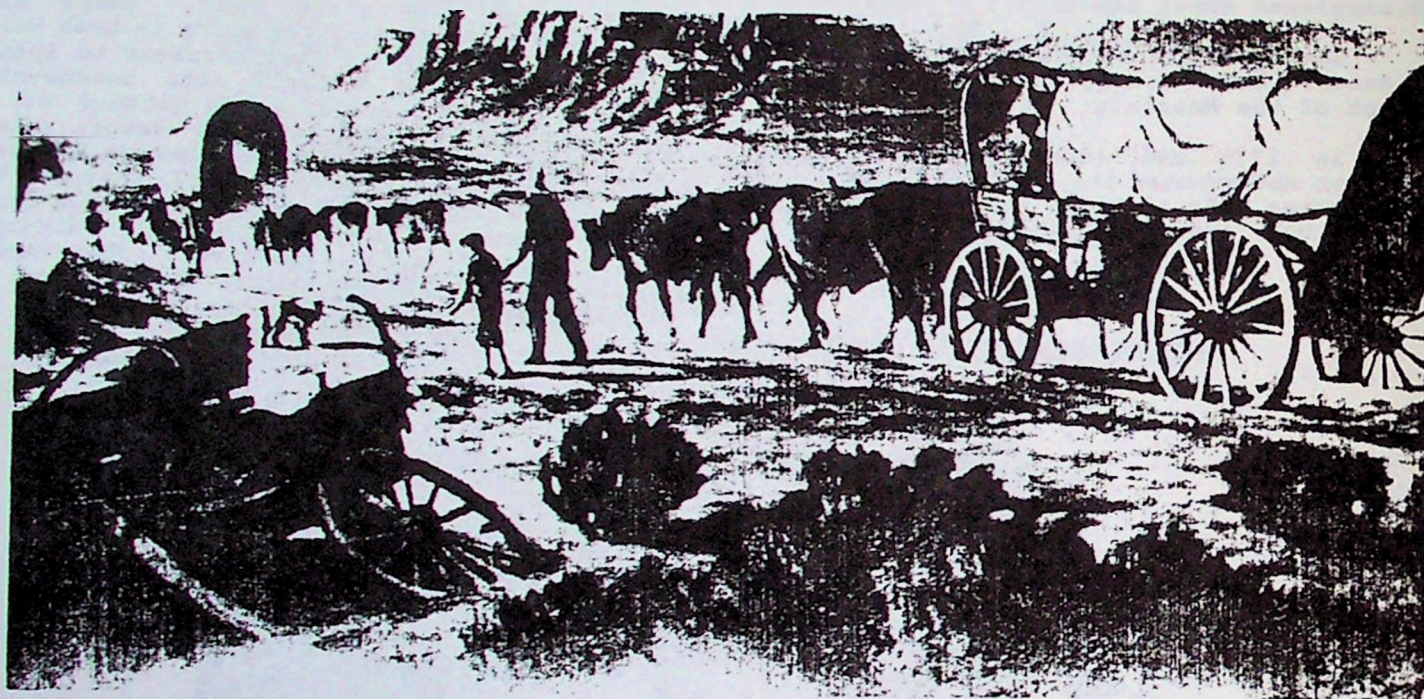
In his report to the King of Spain, Dominguez said that he had found the most fertile and beautiful valley in all of New Spain. He told of the Valley Timpanogos, the mountain and lake by the same name, and reported that the inhabitants were a friendly and peaceful people and that Spain should make plans to colonize this new found treasure. Spain was at war with several European countries and never followed through on settling Timpanogos Valley.

The route followed by the Spanish explorers became a significant part of the Old Spanish Trail.

The Historic Lehi Area in 1847.

On July 24, 1847, Brigham Young in search of "a place nobody else wanted," entered the Salt Lake Valley with a company of Mormon pioneers. The group was escaping religious persecution in the Midwest, and sought a life of peace and isolation without outside interference. Before the coming of the railroad in 1869, 60,000 Mormons followed Brigham Young to the Salt Lake Valley, all coming by way of covered wagons, handcarts, or just walking. Another 6,000 lay dead in graves between Winter Quarters and Salt Lake City, a distance of 1,400 miles.

Early accounts of Salt Lake Valley describe "a vast desert whose dry and parched soil seemed to bid defiance". By 1900 the Mormons had founded nearly 500 settlements in Utah and surrounding states.



The Historic Lehi Area in the early 1800's

Utah's central location in the western United States has always meant a steady flow of traffic across the expanse, and has earned the nickname "The Crossroads of the West". In the early 1800's trappers and mountain men further explored the area, plotting and mapping routes as they went. Their trails were later used by thousands of pioneers and adventurers heading to California and Oregon. U.S. government explorers began crossing Utah in the 1840's, one of the most notable was John C. Fremont, who mapped trails and wrote detailed reports of the plant and animal life in the area.

VETERANS MEMORIAL STATE PARK

17111 Camp Williams Road
P.O. Box 446
Riverton, Utah 84065-0446
(801) 254-9036

This thirty-acre state park officially opened July 9, 1990. The cemetery is located near Camp Williams Military Reservation in Salt Lake County. Facilities include a cemetery, chapel, wall of honor, museum featuring military memorabilia, and administrative building.



John Charles Fremont



Brigham Young

1852

Historic Lehi...Sixth City

in the Territory of Deseret

1852, Lehi Became the Sixth City in the Territory of Deseret

In late July, 1850 an exploring party from Salt Lake City, consisting of Canute Peterson, David Savage, Charles Hopkins, Henry Royle, William S. Empey, William S. Wadsworth, and Mr. Lemmon, a surveyor, arrived at a site on the American Fork Creek where they anticipated staking claims.

A group of settlers led by Washburn Chipman and Arza Adams were already camped in the area, and claimed water and land rights to the vicinity.

The discouraged explorers returned to the site of an ancient Indian encampment just west of the present Lehi Rodeo Grounds. They named the anemic stream "Dry Creek."

The following day the men explored the area west to the Jordan River and south to Utah Lake. Much sagebrush and greasewood were evident, but they also found considerable bunch grass, which made an excellent animal fodder.

Approximately one mile north of the lake and a mile east of the river the men found a spring of clear though acrid-tasting water with sufficient grazing ground to support a settlement.

This site which they called "Sulphur Springs", was then surveyed by Lemmon. The group returned to Salt Lake City and filed on the land.

By late November, 1850, thirteen log cabins with sod roofs had been arranged into a partial fort surrounding Sulphur Springs. Fifty two persons spent the winter there.

During the spring and summer of 1851 at least thirty other families arrived in the vicinity, most of them settling in an area near the present rodeo grounds calling their fledgling community

"Dry Creek." The Dry Creek Ward was created by Utah Stake President George A. Smith and David Evans who had been leader of the Mormon Saints at the Haun's Mill Massacre in Missouri during 1838, became the congregation's first bishop. Out of respect to Bishop Evans, Dry Creek's name was changed to "Evansville."

Early in 1852 Bishop Evans presented a petition to the Deseret Territorial Legislature requesting that the community be incorporated. This was granted on 5 February 1852 along with Evans' suggestion that the community be named "Lehi City" in memory of a Book of Mormon prophet.

Only Salt Lake City, Ogden, Provo, Manti, and Parowan were granted incorporation at an earlier date, thus making Lehi City, Utah's sixth oldest town.

Historic Lehi Was a Thriving Pioneer Settlement Eight Years Before the Stage Coaches and Pony Express Came Through

Utah Trivia

"HOW TO GET AROUND UTAH CITIES IN ONE EASY LESSON":

Finding an address in most Utah cities is easy. It all started with the early Mormon pioneers under the direction of Brigham Young. They laid out their cities like a giant checkerboard with streets running true north and south or east and west. Each city has a meridian marker (or 0 point) from which real estate in the town is surveyed. For example, in Salt Lake City, the meridian marker is at the southeast corner of Temple Square. If you wanted to find an address at 500 South 700 East (Trolley Square), you would simply drive five blocks south and then seven blocks east from Temple Square.

MILEAGE FROM KEY U.S. CITIES TO SALT LAKE CITY

| | |
|------------------|-------|
| Albuquerque | 604 |
| Atlanta | 1,878 |
| Boise | 340 |
| Cheyenne | 436 |
| Chicago | 1,390 |
| Cincinnati | 1,610 |
| Dallas | 1,242 |
| Denver | 514 |
| Las Vegas | 433 |
| Los Angeles | 715 |
| Minneapolis | 1,139 |
| New Orleans | 1,738 |
| New York | 2,182 |
| Phoenix | 648 |
| Portland | 767 |
| Reno | 523 |
| San Francisco | 752 |
| Seattle | 836 |
| St. Louis | 1,337 |
| Washington, D.C. | 2,047 |

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This is a detailed street map of Lehi, Utah. The map features a comprehensive grid of streets, with north-south streets labeled from 1000 NORTH to 1750 NORTH and east-west streets labeled from 100 EAST to 1350 EAST. Key landmarks include Davis Island, Dry Creek, and a Waste Ditch. Major transportation routes are clearly marked, including Interstate 15 (I-15) running diagonally through the center and State Route 89 (SR-89) running along the bottom right. Local roads such as North Frontage Rd, Center Street, Main Street, and Mill Pond Drive are also shown. The map includes various smaller labels for specific areas and features, such as "Lehi City Limits," "Lehi High School," and "Lehi Middle School." A scale bar at the top indicates distances in miles. The map is titled "Lehi Map" in large, bold letters at the top left.

Specific Tour Instructions

Start tour at Interstate 15 and Bluffdale Exit. Follow West Frontage Road. You will be traveling south on west side of freeway. Set Odometer at Zero.
Total Time for Complete Driving Tour: 4 - 6 Hours
Driving Distance: 55 to 60 Miles

| Stop # | Description | Address/Comments | Mileage From Last Stop |
|--------|----------------------------------|----------------------------|------------------------|
| 1 | Rockwell Monument | In trees to the northeast | 0 |
| 2 | Rockwell Hotel and Station | | 1 |
| 3 | Kennecott Copper Mine | | |
| 4 | Communication and Transportation | | |
| 5 | Hang Gliding | | |
| 6 | Stage and Pony Express Trail | | 1.3 |
| | Optional Turn Off | See Trail on Top of Point | |
| 7 | Jordan Narrows and Indian Site | | .5 |
| 8 | Indian Ford Ferry | West End of Alpine Highway | 1.6 |

Follow Frontage Road to State Street in Lehi. Go Left Under Freeway. Go Right on East Frontage Road to Railroad. You will Follow Street Addresses in the City of Lehi

| | | | |
|---|--|--|--|
| 9 | Lehi Railroad Junction | 2100 North, Railroad Street | |
| 10 | Wild American West | | |
| | Return to State Street. Go South on State. | | |
| 11 | Metal Letter (Bronze Works) | 790 West State | |
| 12 | North Branch Meeting House | 1200 North, Fifth West (Stay on State St. | |
| 13 | Pioneer Camp and Cemetery | 50 West State Look for Monument | |
| 14 | State Street Saloon | Used Car Lot, First East and State | |
| 15 | John Beck Home | Across Street West from Hart's. | |
| 16 | ZCMI | First to Second East on State. North Side | |
| 17 | Cutler Mansion | South Side of State | |
| 18 | Livery Stable | Lehi Cafe | |
| 19 | First Lehi Bank | 200 East State | |
| 20 | Original Train Station | Now located behind ZCMI buildings. | |
| 21 | Utah's First Bankrupt Railroad | Small Engine Repair | |
| Take State Street to 300 East to 500 North to 100 East then back to State | | | |
| 22 | Wines Park | Fifth to Sixth North, First East | |
| 23 | Wells Fargo Mail Station/Beck's Winery | Was Behind 633 N. First East | |
| 24 | Hutchings Museum | 685 North Center | |
| 25 | Orem Electric Railroad (Interurban) | Third North, First West | |
| 26 | Smuin Dance Academy | Second North, Center | |
| 27 | Lehi Primary and Grammar Schools | Second North, Center | |
| 28 | Lehi Stake Tabernacle Site | Second North, Center | |
| 29 | Lehi Hall of Mayors | City Hall, North of Fifth Ward Church | |
| 30 | Historic Lehi Fifth Ward | First North, First East | |
| 31 | Broadbent Store | First North, First East | |
| 32 | Monument Marks Fort Corner | First North Center | |
| 33 | Memorial Building | First North Center | |
| | Go South to Main Street and Turn Left to Lehi Roller Mills | | |
| 34 | Lehi Roller Mills | 800 East Main | |
| 35 | Lehi Mill Pond | South of Mill to Sugar Factory | |
| 36 | Sugar Factory | | |
| 37 | Porter's Place Restaurant | 24 West Main | |
| 38 | Historic Lehi Main Street, Center to First West. See Booklet for Details. You will match letters (A, B, C,) with pictures. | | |
| 39 | Famous Lehi Murders | Turn Left on First West to First South, then Turn Right on First South | |

Detailed Information in Booklet

How to Find Your Way

- 40 Meeting House and Thurman School First South, Second West
 41 David Evans Block 300 West Main
 42 Hotel and Livery Stables 400 West Main
 43 Denver and Rio Grande Railroad 400 West Main to First North
 44 Lehi Rodeo Grounds 400 West, First North
 45 Rockwell's Wife's Home First North, 200 West (Northeast Cor.)
 Continue East on 100 North to First West. Turn Right to Main.
 46 Historic Main Street, First to Second West. See Details in Book.
 47 Relief Society Hall Second West Main (Northwest Corner)
 48 Maverick Convenience Store and Station. 500 West Main. Change your
 Odometer to ZERO.

| Stop # | Description | Address/ Comments | Mileage From Last Stop |
|--------|--|---|---------------------------|
| 48 | Maverik Station | Fifth West, Main | 0 |
| | Saratoga Road | Turn Left on Saratoga Road | 1.6 |
| 49 | Snow Springs | Stop at Monument | 1 |
| 50 | Jordan Pumps | | 1 |
| 51 | Saratoga | End of Road | 1 |
| | Return to Highway 73. Turn Left (West) | | 3 |
| 52 | Willows State Park | Turn Right to Willows Park | .4 |
| 53 | Jordan River Toll Bridge | Was South of Wood Corrals | .3 |
| | Jordan River | | .3 |
| 54 | Redwood Road | | .6 |
| 55 | Stage Coach and Pony Express | Left on First Road after Redwood | 1 |
| | You are now following the original Pony Express and Stagecoach Route | | |
| 56 | Stage Coach Massacre | Ambush at Big Wash, (one mile south) Coach came to stop near Hwy. 73 | |
| | After leaving Hwy. 73, pavement ends at about 1.8 miles. Dorton's Station is about 2.9 miles from end of pavement. It is at the second left turn you make on the gravel road. | | |
| | End of Pavement | | 1.8 |
| 57 | Dorton's Dugout Station | Rockwell Gunfight | 2.9 |
| 58 | United States/Mormon War | Story Details in Book | |
| 59 | Stage Coaches Information | See Details in Book | |
| 60 | Pony Express Information | See Details in Book | |
| 61 | Porter Rockwell Information | See Details in Book | |
| | Forks in Road after Dorton's Station. Keep to Right | | 1.2 |
| | Follow Gravel and Dirt Road about 4 miles. Turn Right on the Lehi-Fairfield Road. This is the second road that goes right. Follow road for about 1.9 miles. Take Left Fork when road divides. You will come into Fairfield from the East. | | |
| 62 | Carson Family at Fairfield | | |
| 63 | Carson Stage Coach Inn | | |
| 64 | Fairfield School | | |
| 65 | Camp Floyd | | |
| 66 | Fairfield Cemeteries | Military Cemetery is Southwest of Fairfield. Fairfield Cemetery is West of Highway 73. | |
| | Return to Lehi by way of Highway 73. | | |
| 67 | Pole Canyon Massacre | You can see Pole Canyon from the Highway as you leave Fairfield--Off to the Northwest. | |
| 68 | Cedar Fort | See Fort just west of the Church. | |
| 69 | West Canyon | As you turn East toward Lehi, West Canyon is to the Northwest. | |

The Lehi Historical Preservation Commission, The Lehi Chamber of Commerce and the Utah County Travel Council thank you for taking the Historic Lehi Tour.



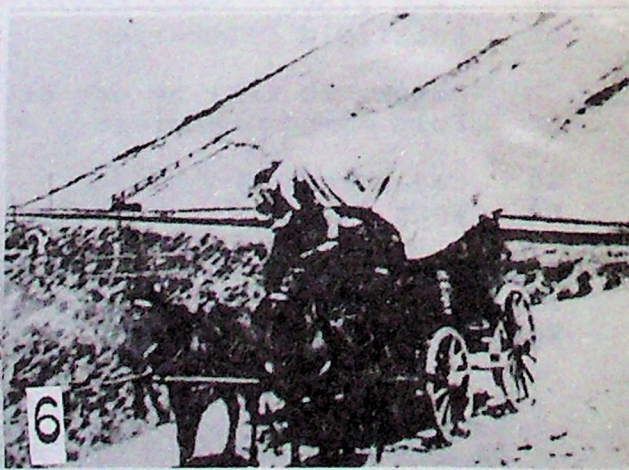
Rockwell
Monument



Rockwell View



Pony Express and the Overland Mail Stagecoach Routes



Self Guided Tours

Match numbers in this booklet with number locations on maps and pictures.

1 Rockwell Monument

Porter Rockwell Monument... I-15 and Bluffdale Exit, North Frontage Road in grove of trees. Monument built of stones from Rockwell Pony Express Station was originally built nearly one mile south, and moved for I-15 construction. To get to Rockwell property, go west on Bluffdale Road to 1300 West, go left until road crosses D and RG RR tracks. You now see to the east, across a field, the remains of Rockwell's brewery, corrals and site of his hotel and pony express station.

2 Rockwell Brewery, Hotel, Pony Express and Stage Station

Porter Rockwell's Hotel. Brewery, and Pony Express Station Sites as viewed from I-15 Frontage Road. The Pony Express and Overland Stage Coach Route went south from trees then west around the south side of the crescent shaped valley.

3 Kennecott Copper Mine

To the northwest you can see the Kennecott Copper Mine, said to be the largest open-pit copper mine in the world. Recent process improvements allow for copper to be produced as cheaply here as anyplace on earth. There has been more gold and silver taken from this mine, as by-products of the copper refining process, than was taken from all the "gold rushes" in North America combined. Some say eight times as much.

4 Communications and Transportation

Strategic Communications and Transportation Center. Below you ran the original Pony Express Trail and the Overland Mail and Stage Coach Route. The original telegraph line connecting both ends of the nation ran through this gorge. The D and RG RR runs along the Jordan River below and the original Utah Southern Railroad (the parent RR later acquired by Union Pacific that ran through the Southern Utah settlements all the way to Los Angeles) is located above you. You are next to a major Interstate highway (I-15). Overhead is a flight approach of jet liners arriving at Salt Lake International Airport, and to the east of you is where man flies on his own power (hang gliding) on more days during the year than any other spot in the United States.

5 Hang Gliding

6 Overland Stage Coach and Pony Express Trail

Overland Stage Coach and Pony Express Route Over the Point of the Mountain. Carefully scan to the southwest and you will see the dugway climbing the side of the mountain.

Optional Explorations on Top of the Point. Drive off to the right through the fence and drive around the dirt roads near the microwave towers. You'll see the Murdock Canal siphon as it exits from underneath I-15. If you are real lucky, you'll find the Pony Express and Stage Coach Trail as it comes up from the northwest.

7 Jordan Narrows

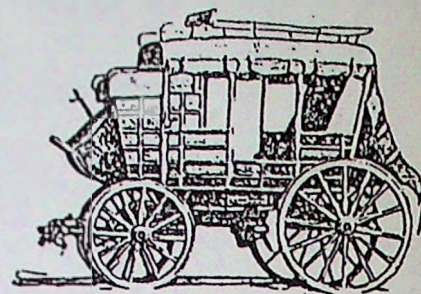
Jordan Narrows and Fremont Indian Site. Stop at the very top of the guardrail as the Frontage Road descends into the Valley. To the southwest in the bottom of the valley you will see the Jordan River and the very end of the Jordan River Parkway jogging and horse bridal path. In this protected area the ancient Fremont Indians dried fish and ground corn for winter storage. At the Jordan Narrows the miracle of irrigation technology takes the water from Murdock Canal and the Jordan River and runs it uphill to six canals irrigating the western and eastern sides of Salt Lake Valley and the western side of North Utah County.

8 Indian Ford Ferry

Indian Ford and Ferry. Stop on Frontage Road at the very west end of Alpine Highway. Straight west you will see a "V" shaped ravine reaching into the Jordan River. At Indian Ford, in pioneer times you could cross the river during low water without a bridge or ferry. The stage coach companies established a ferry here. The Jordan River is the largest stream the stage coaches crossed for the next 500 miles to the west.



Trail on West Side
of Mountain



Trail Coming on top,
Northwest Side



Jordan Narrows and
Fremont Indian Camp



Indian Ford Ferry



Stage Coach and Pony Express Trail

9 Railroad Junction

Lehi's Railroad Junction. Coming from the north enter Lehi by way of West Frontage Road. At first Lehi Exit, turn under freeway to the North Frontage Road. Take a right turn and go to railroad tracks. You are then at Junction. Fifty two miles of S. L. and Western RR track left Lehi Junction, crossed the Jordan River, followed the Overland and Pony Express route through Cedar Valley, Fairfield, and Rush Valley, reaching the mining areas of Silver City, Mammoth, Diamond and Eureka. in 1894 the Salt Lake and Mercur Railroad branched off the line near Fairfield. The railroads were an economic lifeblood of the Junction, spawning general stores, leaching works, assay offices, and an artificial stone plant. A large roundhouse and machine shop were a part of the scene, both of which were destroyed in a freak wind on 2 October 1884. The roundhouse was rebuilt only to be destroyed again in 1922. A Union Pacific crew hooked onto some empty RR cars, including a rail loader three feet higher than the roundhouse doors. The engine and three cars passed through safely, but the rail loader pulled the roundhouse down as the train passed through. Limestone for the Lehi Sugar Company came through Junction from Toppliff. On one of the trips a train loaded with limestone and pulling a passenger car hit a broken rail near Fairfield. The passenger car broke loose and rolled down an embankment. As the car turned over twice, the thirteen passengers, a hot stove, lamps, and loose furniture were flung helter skelter. No one was killed but all the passengers suffered bruises, cuts or broken bones.

Lehi's Junction became a self-contained community. The Franklin School opened there in 1875 and in 1894 the old Third Ward Meeting House (still standing) was constructed.

10 The Wild American West

Lehi experienced many colorful incidents involving rail transients in addition to routine panhandling and garden looting. A large California group of "Coxey's Industrial Army," under "General Carter," arrived in town in 1894 and were allowed to camp along Dry Creek at State Road. The unemployed men, inspired by Jacob Coxey, were on their way to Washington, D.C., a "petition in boots," demanding federal action to create jobs. On 12 May 1894 the group broke camp and stole a locomotive at Lehi Junction and proceeded to Provo, where law enforcement officials derailed the engine. Governor West called out the militia and deputy marshals, who arrested twenty-seven of the "Industrials," including Carter. On May 18 the General and nineteen of his followers were sent to the territorial prison for "stealing a railroad train."³⁰

The Industrials were not the last railroad itinerants to cause trouble for Lehi. A local correspondent to the 5 September 1896 *Deseret News* noted that "the tramp nuisance is becoming most unbearable here." He went on to explain a recent incident where twelve drunken tramps at the Junction kept people out of their beds

until 12:30 a.m., "watching their premises," before police officers could get the rowdies to move on. A short time before Christmas that same year, another group broke into the Northwest Branch (old Third Ward) chapel. The men "held high carnival," according to the Lehi correspondent in the 26 December 1896 *Deseret News*, "singing and playing upon the organ in tramp style" before blowing out the lights and leaving.

A group of tramps in the fall of 1897 retreated to a grove of trees on the present site of the Rodeo Grounds with a keg of beer. The engaging description in the 21 September 1897 *Lehi Banner* noted that the men

began discussing the merits of John Barleycorn, and as their spirits rose the discussion waxed hot and the noise increased until it became a nuisance. About this time policeman Thomas arrived on the scene and arose to a point of order which the assembly was disposed to resist. He called in assistance and after tapping some of the more boisterous ones on the head they took eight of them off to jail.

During the heat of the Spanish-American War two hoboes under the influence of Lehi Junction liquor staggered down First East. One of them, spying a red quarantine flag in front of the James M. Kirkham residence, removed the flag and tucked it in the bosom of his shirt where, according to the newspaper account, "a lover generally keeps the picture of his sweetheart." Arrested

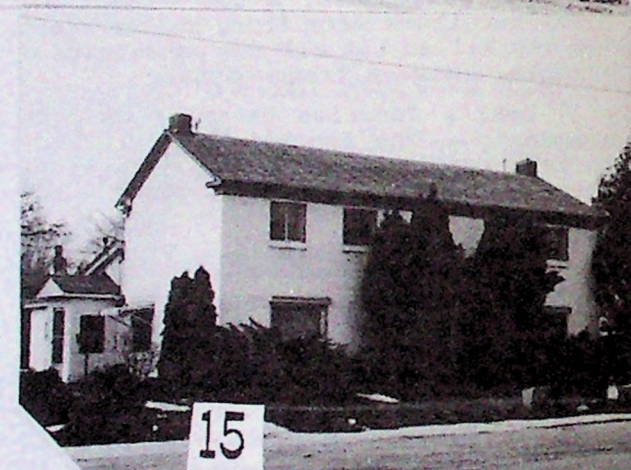
and brought before Justice John Woodhouse, the flag stealer explained "Why, yer 'oner, I thought 'twas a Spanish flag and it made me American blood bile ter see it wave."³¹

11 Metal Letters and Bronze Works

Metal Letters Brass Foundry. Here is where the Women's Statues for the Nauvoo Women's Heritage Park were made. Duplicate statues are also at the LDS Church office grounds in Salt Lake. The official memorial John Wayne statue was made here. Using the lost wax process, this location has crafted monuments and statues that grace historical points the world over.

12 North Branch Meeting House

1894...14 October, The First Church Services Were Held in the New North Branch Meeting House. This remarkable and well preserved building still stands at 1200 North and Third West. The building was often referred to as Zion Hill Meeting House since the rock for the foundation came from Zion's Hill on the Lake Mountains. Unusual events in the building have been a group of tramps breaking into the building and having a tramp carnival, a smart aleck showing off for some girls rode his horse into the building and a swarm of bees infesting the chimney of the building. After the bees were smoked out, 200 pounds of honey was harvested.



13 Pioneer Camp and Cemetery

Pioneer Camp and First Lehi Cemetery.
Mormon pioneer settlements of Parowan, Manti and Provo were all established before Lehi. A natural spring and grassy meadow provided a popular overnight camp for settlers traveling south. On the bluff to the north was Lehi's first cemetery. Lehi Militia volunteers killed in the Tintic Indian War were buried here, as others, in unmarked graves.

14 Saloon and Porter Rockwell

At this corner, now a used car lot, Porter Rockwell often visited a saloon. Rockwell would walk into a saloon, invite all to drink with him at the bar and expected others to leave. Here an uncooperative patron didn't accept the offer to drink or leave and pulled a six shooter and shot Porter point blank. Porter took off his jacket, shook it, and six bullets fell to the floor. The patrons went to the bar and had their usual complimentary drinks.

15 John Beck Home

1867...John Beck Home was Constructed. John Beck, born in Germany came to Lehi in 1862. He leased the hot springs that later became Saratoga, raised sheep and burned charcoal at Saratoga. Made millions in the Tintic District mines. Operated a large winery south of this property. Was considered Lehi's richest man in pioneer times. Became a millionaire several times, only to lose it again because of his kindness and allowing others to take advantage of him.

The Union Hotel

1891, The Union Hotel, probably the most elegant structure ever built in Lehi was constructed at 121 East State Street. Fifteen sleeping rooms occupied the second floor. An immense arched lobby dominated the first floor with kitchen and eating areas to the rear. A basement was entered from the spacious lobby, by descending a large stone stairway. Traveling salesmen, sugar company officials, and railroad men stayed here. In 1905 a Samuel Biggs acted quite differently and Marshall Newburn Butt was summoned. In the presence of the marshall, Mr. Butt popped a cyanide pill into his mouth and died instantly. In 1911, Hyrum Scott, a Watkins Salesman, tried to take opium due to sagging sales and despondency. He was taken to the State Hospital in Provo for treatment. It was here that the wealthy (worth over \$500,000 at the time) Ira Wines endured a community scandal. Mr. Wines' first wife had died in Palo Alto, California. In her memory he gave Lehi City the present city park. His second wife accused him of lavish living with a third woman at the hotel and filed for a divorce in 1913. At his death in 1923, the obituary listed his second wife Elizabeth as his widow.

John Hutchings Museum of Natural History (B6)
A storehouse of Native American and pioneer artifacts, fossils, birds, and wildlife of the West plus an excellent collection of minerals. 685 North Center Street, Lehi. (801) 768-8710.

A Tree

by John Hutchings, Nov. 1, 1939

I stood and gazed upon a tree
Decked out in full attire.
It's glossy green had turned to gold
With streaks of crimson fire.

Its kingly form filled me with awe
As it shone there in the sun.
Each falling leaf reflected back
The joy of work well done.

I bowed my head in silent thought
And while I lingered there;
Full half a dozen passer-bys
Had stopped the sight to stare.

Then went again upon their way
Each bettered by the pause,
Half conscious that the mighty tree,
Was teaching God's great law.

Dear God, help me to become like
The common things of life.
Help me to lift a smiling face,
When tried with care and strife.

And when life's autumn places streaks
Of silver on the gold
When steps grow short and shoulders stoop
And I have grown old.

May some wayward youth on pleasure bent,
Pass by and look at me.
And see that shining in my face
Which I see in this tree.

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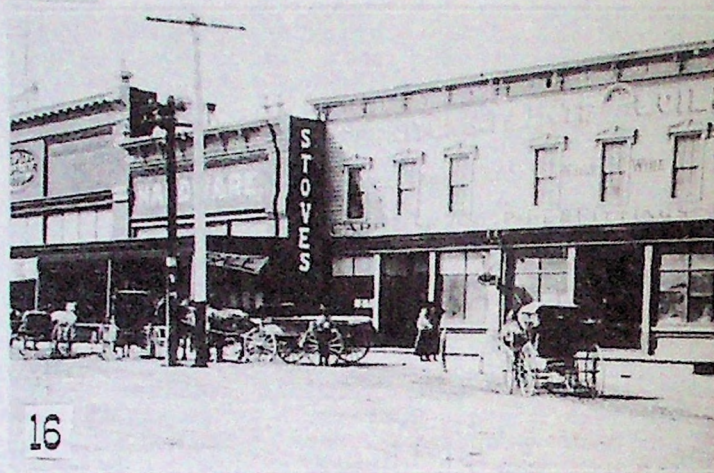
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Pioneer Trail State Park

PIONEER TRAIL STATE PARK

2601 Sunnyside Avenue
Salt Lake City, Utah 84108-1453
(801) 584-8391

Take a walk into the past at Pioneer Trail State Park. Old Deseret is a living history museum that recreates a typical community between 1847 and 1869. Structures include adobe houses, shops, public buildings, and the restored Brigham Young Forest Farmhouse with period furnishings and artifacts. Pioneer Trail State Park is Utah's most renowned historic park. It is on the east bench of Salt Lake City at the mouth of Emigration Canyon.

This is the Place Monument was erected in 1947. It is on the National Register and commemorates the 100th anniversary of the arrival of Mormon pioneers to the Salt Lake Valley. Early Spanish explorers, mountain men, and native Americans also are featured. An audio presentation and three-wall mural portraying the 1,300-mile migration of Mormon pioneers from Nauvoo, Illinois to the Great Salt Lake Valley are featured at the visitor center. Picnic areas are available.

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LEHI DRUG

154 W. Main 768-3548

16 Zions Cooperative Mercantile Institution

1858...The Merchantile Firm of T. and W. Taylor on the Southeast Corner of Main and Second West. With the coming of the United States Army to Camp Floyd the need for merchandising on a large scale dramatically increased in 1858. The soldiers needed fresh vegetables, fruits, eggs, milk products and other farm produce and the local residents could use the clothing, equipment and supplies and gold coins the military had access to. Thomas and William Taylor fulfilled that merchandising need.

Cooperative Buying and Selling was Implemented

Right Here in Historic Lehi

1868...Cooperative Buying, Selling, and Stockholders Reaping the Profits Came to Lehi as The Lehi Union Exchange. Israel Evans, returning from a mission to England (1853-57) told his father and others of a successful cooperative business he had seen in England. The idea caught on and on July 23, 1868, clerk William Wanlass opened the business on the northwest corner of First South and Third West. This preceded the Church's Cooperative movement (ZCMI) by two months. The constitution and bylaws of the Zion's Cooperative Mercantile Institution (ZCMI) was approved on 24 October 1868. Within six weeks of the opening of the first store on 1 March 1869, seventy-eight retail stores were operating throughout the Church. The Lehi Union Exchange became the local ZCMI. By the spring of 1869, all local merchants in Lehi had been forced out of business or had sold out to the Exchange. The local Exchange had twice tried to construct larger facilities on the north side of Main Street between First and Second West, but both times the construction was blown down by fierce winds. The Exchange then moved into the Taylor building on Second West, the location where the Colonial House now stands. The ZCMI "all seeing eye" and the inscription "Holiness to the Lord" were displayed on the building. (Richard VanWagoner)

1871...The Coming of the Railroad to Upper Lehi Creates A Choice Location for Another ZCMI Outlet in Lehi. Thomas and William Taylor and their former store clerk Thomas Cutler when it became known where the location of the Utah Southern Railroad Lehi terminal would be immediately made plans to set up another cooperative operation in a wooden shanty at the corner of 200 East State, present location of the old hospital. The

Taylor and Cutler felt that being so far from the downtown location they would not really be competitive with the downtown store. The store was opened as Peoples Co-op on 4 April 1872. Lehi remained the southern terminus of the Lehi Southern Railway for a full year which created ample business opportunities. The Co-op joined with Ira Wines in a forwarding business. The Co-op purchased a Bain Wagon agency and a farm machinery business. They became shipping agents for the Copperopolis Smelter in Mammoth and several lumber mills in American Fork Canyon. In 1878, the co-op built a new two story rock store at 193 East State (still standing) that was up to date in all respects--the first building in town to have a galvanized roof.

1880...The Downtown Union Exchange Becomes Insolvent and Becomes a Branch of the Uptown ZCMI...In 1882 a rock granary was built on the east side of the alley from the new store. In succeeding years the ZCMI operation in Lehi included a harness shop, lumberyard, three boot factories, furniture manufacturing business, lumber yards at both locations, pipe and drilling supply sheds, a large livery and feed stable, several meat departments, a blacksmith shop, the Union Hotel, the Union Drugstore, agricultural implement business, furniture and stove store, a wagon department, the coal and lime yard, a granary, grocery and hardware departments, barbed wire, heavy hardware and iron, pipe of all sizes and descriptions, and a full line of oils and paints, fir lumber from Oregon and redwood from California, a theater and opera house. The entire uptown Co-op had a sales staff of 25 men and girls. Later they added a gasoline pump and two 600 gallon gasoline storage tanks. This was not the wisest investment ZCMI did at the Lehi location. It allowed the rich residents who had money and cars to purchase gas at ZCMI so they could go to other parts of the County and State to shop.

1899...The east part of the present day Colonial House was constructed...and housed part of the ZCMI downtown operation.

1900...The Downtown ZCMI (Taylor Building) was torn down and a new two story building was constructed (west part of the Colonial House). The hardware department was moved into the east part of the building.

1902...The Co-op Management Initiated the Construction of a New Uptown Site (present day Christensen Building). This 22,000 square foot building was the first commercial building in Lehi to be wired for electricity and the first business in Lehi to have cement sidewalks.

1912...The Co-op purchased an entire block of property west of their new store. This included the Union Hotel, Peter Larsen's Butcher Shop and three Wines Cottages on the west side of First East. Their lumber and coal yards were moved to the present location of Peck Lumber. A pneumatic tube connected their vast operations to the main store and carried cash and small packages. In 1914, the Union Hotel was converted into a movie theater.

Both the uptown and downtown Co-op were general stores and much more. They stocked everything from coal oil to calico to canned oysters. Not an inch of space was wasted. Dry goods (fabric), including calicoes, tickings, checks, dress silks, denims, stripes, factory, and shirting were stacked high behind the clerk's counter. Shelves of clothing, hats, groceries, queensware, crockery, cutlery, edge tools, ropes and twine, wallpaper, paper shades, fireboards, books, stationery, school supplies, and patent medicines ran nearly to the ceiling. Arranged about the floor was a multitude of crates, kegs, and barrels brimming with crackers, sugar, vinegar, flour, and molasses; canisters of condiments and spices; and sacks of seasonal produce. The clerk's counter was lined with glass jars of striped candy sticks, peppermint twists, and horehound drops.

The stores were wonderfully aromatic. Long-ago shoppers remember the pungent scent of cigars and plug tobacco, boot and belt leather, fresh-ground coffee, choice teas, spices galore, the musty fragrance of fresh fabric in bolts, and the wintertime fumes of lump coal burning in the large pot-bellied stove—the building's sole source of heat.

To facilitate communication between the two Co-op stores, in the early 1880s a non-electrical telephone system was installed. W. F. Butt, a clerk in the upper store, described the phone line as being a single wire nine blocks in length stretched tight between the two stores. The receiver at each end consisted of "a square flared box like a horn or speaking trumpet" with the wire connected to a brass button in the center of a "piece of hog skin" stretched tight like a drum. "To call attention of one store to the other," wrote Butt, "A mallet [was] struck several times. . . . The speakers voice could be heard all over the Receiving Room and the wind on the wire caused a hummey noise[.] [T]his was disconnected when the 'Bell' telephone installed their system between Salt Lake Lehi & Provo Saturday August 13 1887."¹⁸

Until the mid-1890s the People's Co-op was basically an exchange mercantile. Farmers and ranchers brought in their excess grain, hay, potatoes, wool, hogs, and beef animals. Their wives came with eggs, butter, cheese, and dried fruit. In exchange they received Co-op scrip (due bills) for the value of their goods. This scrip could then be used as currency to purchase needed items—but only from the Co-op. The store profited immensely from this arrangement. The exchanged goods were sold to distant markets where they brought top prices. Carloads of grain, wool, and lumber from American Fork Canyon were shipped regularly from the Co-op railroad yard.

An elevator on the north end of the building moved supplies to the second floor and basement storage areas. Co-op manager Thomas Cutler told a grandson that the hardest work he ever did was necessitated by the lack of this elevator. On a frigid December evening, after the store had closed, a boxcar of onions arrived. Everyone else had gone home for the day and Cutler, fearful that the onions would freeze, single-handedly unloaded the car and packed the heavy sacks one by one up the rear stairway where they could be protected.

In the fall of 1890 the uptown Co-op was the scene of an attempted burglary which nearly cost the lives of two Lehi men, Charles Phillips and Edward Southwick III. It was the duty of nightwatchman Phillips to step outside the Co-op and walk around the building whenever trains passed. On the eve of 15 November 1890, as he was returning to the store, he was clubbed over the head by bandit Harry Tracy. Screaming "murder," and firing his pistol, Phillips frightened away the would be thief. Marshal Joseph Roberts and policeman Thomas Wood soon arrived and began a search for Tracy. In the meantime another train came slowly through the area and eighteen-year-old Ed Southwick jumped off to walk to his home. As he was passing through the alleyway between the main Co-op building and the stone granary, the lawmen, thinking he was the bandit, prepared to shoot him. "My God, boy, you were taking a desperate chance!" the relieved marshal said when he recognized Southwick. After being told of the circumstances of his near-shooting Southwick wrote he "was so frightened that I could hardly walk home."²⁰

Tracy was captured the following day, Phillips quickly recovered, and Ed Southwick lived to tell his great-grandchildren of the incident. Thomas Cutler, relieved that no lives were lost, pressed on with new construction at the Co-op.

ZCMI

1937...Economic hardship struck ZCMI, the parent company of the Peoples Co-op. In the fall, ZCMI management announced that it was abandoning twenty retail branches, including the Lehi business.

Of all the original ZCMI operations in Mountain America, except for the flagship store in downtown Salt Lake City, there are none that equal the still standing buildings in Lehi. The first application of the concept was tried in Lehi. It is fitting that Lehi is the place where the memory of that concept is still visible.

17 Cutler Mansion

The Cutler Mansion. This elegant home was the most expensive residence ever built in Lehi in pioneer times, and is still the most valuable residential real estate in Lehi. Sale price in 1993 was listed at \$350,000. Built for Thomas R. Cutler in 1900. Thomas R. Cutler was the Chief Executive Officer of the Utah Idaho Sugar Company and the local operation of Zions Cooperative Merchantile Institution in Lehi. This Georgian-Victorian Mansion is the only one known on this side of the Mississippi. There are 5,054 square feet of living space and seven bedrooms, and lots of roomy closets in this mansion.

During the Christmas season of 1903 Thomas R. Cutler retired as Lehi's bishop, a position he had held for the previous twenty-four years. The people dearly loved him, a sentiment that was reflected in a 24 December 1903 *Banner* editorial:

In the retirement of Bishop T. R. Cutler the people of Lehi have the deepest regret. No Bishop has ever stood higher in the estimation of any people than does bishop Cutler with the people of Lehi. No bishop has ever done more for the advancement and betterment of his people than he. Few men, if any, are blessed with a more generous disposition. In this regard he is a most extraordinary man, for he shows a broadness of mind and a bigness of heart that is seldom found in any man. His business ideas are among the best of Utah's financiers, and in a financial way he has done more to bring Lehi to the front than any dozen men. During the twenty-four years he has been bishop there has hardly been a jar in any of the different organizations. He has never ruled the people with an iron hand, but with a love which knows no bounds, and when of late he would mention in any manner his intention to retire there would be a feeling of regret spring from every heart. But that time has come and he has retired and the people with one voice and with one heart wish him the greatest success during his whole life.

After Bishop Cutler's resignation the Lehi Ward was divided into four wards. On 1 January 1904 members of the new First Ward, comprising the southern part of town, were assigned to meet in the Meeting House under the direction of Bishop Andrew Fjeld. The Second Ward, the north central part of town, held its meetings in the basement of the new Tabernacle under Bishop James H. Gardner's leadership. The Northwest Branch building became Third Ward Bishop Henry Lewis's stewardship. Bishop John Stoker's Fourth Ward congregation, consisting of the northeast quadrant of town, met in the Lehi Commercial and Savings Bank building on the southeast corner of State at Second East.

18 Livery Stable

Livery Stables. A livery stable in pioneer times was like a car rental agency today. People arriving at the Utah Southern Railway station across the street would often need the use of a buggy, wagon, or stage coach, and horses for a few hours or for an extended time. Here they would make those arrangements.

19 First Lehi Bank

1891 Lehi's First Bank...Lehi Commercial and Savings Bank. The bank opened first in the Peoples Coop, then at this site with the completion of this new two story building. Initial interest on savings was 5%. Before 1891 when the Lehi Sugar Company opened in Lehi there was no need for a bank. Most merchandising was done by trading farm goods for store goods. With a cash crop of sugar beets the farmers now needed a place to exchange and save their money. A bank robbery occurred here during the early days of the automobile. The safety deposit boxes were located in the main lobby. One robber took blasting caps into the bank to blow open the boxes. The other robber kept the model T running outside. He adjusted the spark on the car to cause loud engine backfire (to correspond with the blasting caps going off inside the lobby. A Lehi policeman stopped to help the troubled motorist, but was told that the engine was now running fine. The policeman went on down the road, the robber inside exited with the loot and both robbers drove away without ever being apprehended.

The Fourth Ward Sunday School met here for several years awaiting the completion of the Old Fourth Ward Building. The large open room on the second floor was the scene of elite social functions and dances.

This building for many years was the Lehi Hospital. The elevator inside was operated by water pressure which resulted in a slow ride up but a much faster ride down.

20 Original Train Station

1872...27 September, the first Utah Southern Railway train came to Lehi. The Utah Central Railroad Company started construction on tracks from Ogden to Salt Lake two weeks after the golden spike was driven at Promontory Point. The first train to Salt Lake arrived on 10 January 1870. Two and one half years later the track had been laid to Lehi. The \$2.25 one way ticket to Salt Lake was beyond the means of local townspeople. William Paxman, of the American Fork Sunday School promoted an excursion to Salt Lake City for residents of Lehi, American Fork, Alpine and Pleasant Grove, for a reduced roundtrip fare of \$.75. Twenty five railway coaches were required to transport the 1,300 passengers. The loaded train could not make it over the point without the passengers getting out and pushing. The group visited the Tabernacle, the partially completed temple and attended the production of *Aladdin's Lamp* in the Salt Lake Theater.



17 Cutler Mansion



18 Livery Stable



19 First Lehi Bank



20 Original Train Station



21 Utah's First Bankrupt Railroad

Original Train Station 20

Barbara Evans, daughter of Bishop David Evans was operating the telegraph equipment at the first Lehi station in 1872 when Elizabeth Kane stopped over in Lehi. Mrs. Kane noted that both Evans and her supervisor were women and commented that the Mormons "close no career on a woman in Utah by which she can earn a living."

On 12 December 1872 Brigham Young's party, en route to the southern settlements, rode the Utah Southern to its Lehi terminus. Elizabeth Kane, who accompanied the group with her husband Thomas L. Kane, described the busy station and "crowd of stages, baggage-wagons, and hurrying men." Wandering out on the loading platform she observed Brigham Young:

preparing for our journey—as he did every morning afterwards—by a personal inspection of the condition of every wheel, axle, horse and mule, and suit of harness belonging to the party. He was peering like a well intentioned wizard into every nook and cranny, pointing out a defect here and there with his odd, six-sided staff engraved with the hieroglyphs of many measures. . . . He wore a great surtout, reaching almost to his feet, of darkgreen cloth . . . lined with fur, a fur collar, cap, and pair of sealskin boots with the undyed fur outward. I was amused at his odd appearance; but as he turned to address me, he removed a hideous pair of green goggles, and his keen, blue-gray eyes met mine with their characteristic look of shrewd and cunning insight. I felt no further inclination to laugh. His photographs, accurate enough in other respects, altogether fail to give the expression of his eyes.⁶

The single-track system of the Utah Southern leading north from Lehi caused another interesting incident involving Brigham Young. Two trains, headed in opposite directions, came to a grinding halt near the Point of the Mountain.

The engineers dropped from their diamond-shaped smoke-stack locomotives and were soon joined by their respective crews in heated argument. Someone would have to back down the hill to the passing track at the bottom. Finally, one conductor, a little more level-headed than the rest, said: "I've got Brigham Young in my hind car. Let's send for him." Brigham Young came and patiently listened, and then asked: "Which one of you engineers have paid your tithing?" One engineer hung his head, while the other fished in his coat pocket and came up with a greasy receipt. "That settles it," Brigham Young announced, "The engineer without the receipt backs down. Come on, let's be going. I've got a conference in the next town."

21 Utah's First Bankrupt Railroad

1871 Utah's First Bankrupt Railroad
Mining activity in American Fork Canyon was in full swing before the railroad was completed to American Fork. A railroad had been constructed from American Fork to Tibble Fork. A new steam engine had been purchased and arrived at the railroad terminal in Lehi in 1871, and no connecting rails to the completed lines from American Fork to A.F. Canyon. From Lehi to American Fork the new steam engine was transported on temporary rails—a few tracks

were laid in front, the engine would move forward, and the rear rails would be taken up and placed in front. Arriving in American Fork the engine was then on track all the way to Tibble Fork. Picture shows engine at Hanging Rock in A.F. Canyon.

The railroad went bankrupt the first year of operation. The expensive steam engine was sold, and a gravity powered railroad operated for many years from Tibble Fork to American Fork. A brakeman would ride the ore cars all the way down the canyon controlling the speed of the downhill car. Getting the cars back to Tibble Fork required the use of mules. The mules were trained to climb on top of the loaded ore cars and lay down on the ore for a free ride all the way to American Fork.

The mining operations from Dutchman's Flat and Mineral Basin to Tibble Fork also operated on a gravity powered system.

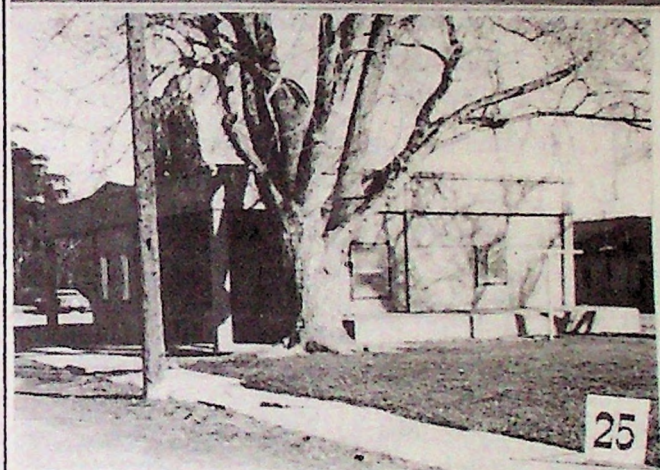
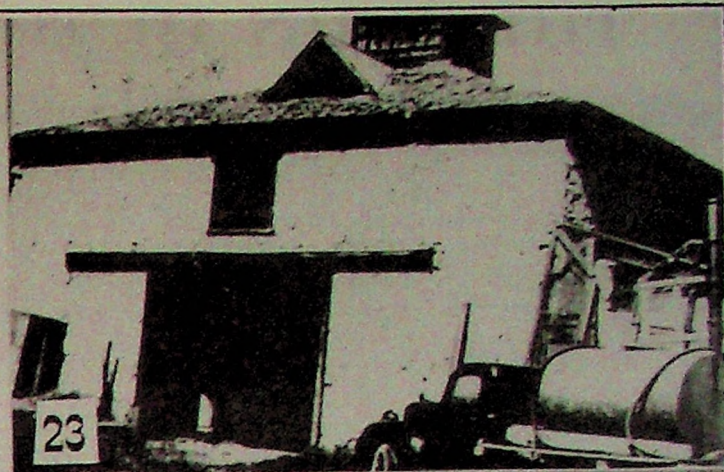
22 Wines Park

Wines Park. Ira Wines achieved fame in his early life as a pony express rider and overland stage coach driver. A prominent Lehi businessman, when his wife died in Palo Alto, California in 1908, he proposed to deed a full city block to Lehi City if they would allow the gift to be in memory of his wife. Three years passed before Lehi City Council responded and then with a compromise proposal. The city was to install a fence around the park, spend \$1,000 in landscaping and spend \$500 per year for twenty years in maintaining the park. Many of Lehi's citizens opposed the financial obligation placed upon the citizens and felt that better uses could be made of the property—like preserving it for the eventual site of a high school. Finally in 1915, contracts were let for planiting 38 varieties of trees on the park. In 1989 125 of the original trees remained in the park.

Citizen Controversy

23 Wells Fargo Station and Becks Winery

1882... John Beck, Lehi's Wealthiest Man Builds a Winery at 633 North, First East. This huge two story rock building was still standing two years ago before it was torn down. Before it was used as a winery it served as a Wells Fargo Station and after the selling of wine was outlawed in Lehi it was again used as a Wells Fargo Station. Most of the property between State Street and Wines Park and between Center and First East were planted with hundreds of apple trees and varieties of wine grapes. During the 1897 season Beck's orchards and winery had produced several thousand gallons of wine and cider. Also that year several thousand well-cultured trellised vines representing fifteen varieties of grapes grew on twenty acres between the U.P. tracks and the cemetery. In 1898, Lehi's vote for prohibition ruined Becks' thriving wine business.



THE JOHN HUTCHINGS MUSEUM



FORMAL OPENING OF JOHN HUTCHINGS MUSEUM OF NATURAL HISTORY.
Mr. and Mrs. John Hutchings, Mayor Harold Westring, and
Eleise Jackson, "Miss Lehi" of 1965

The Collection

His name is John Hutchings, anything but an average man. Although not a teacher, he has taught many Utah County youngsters as much about the world as most educators. Although not a preacher, he has taught as many Utah youngsters about mankind as most clergymen. While not a geologist, he has taught Utahns by the hundreds a great deal of lore concerning the earth, rocks and mountains rimming this valley. While not an anthropologist, he has passed on his extraordinary knowledge of Indians—modern and pre-historic—to generations of his friends and neighbors.

A self-taught ornithologist, mineralogist, historian, zoologist and anthropologist, John Hutchings has shared his tremendous range of knowledge with all.

During much of his long and active life, he has been actively building one of the West's finest collections of pre-historic Indian pit-house relics, tribal artifacts and weapons. He has simultaneously collected and catalogued one of the nation's finest collections of mineral specimens,

This outstanding collection features Indian artifacts, largely gathered at pit-houses or mound dwellings of the pre-historic peoples who once dwelled near the shores of Utah Lake, some 25 miles west of Lehi. In addition, the Hutchings Museum includes contrasting relics from the better-known Indian mounds of Ohio, plus weapons and utensils used by Piutes and other tribes which inhabited the Utah Valley when pioneer white settlers arrived in the region in 1847.

were fired in this "Utah War," but the army, commanded by Col. Albert Sidney Johnston, remained at Camp Floyd, 20 miles west of Lehi at the present hamlet of Fairfield, for nearly three years.

In addition to cannon balls, rifles and pistols, representative of this military force, the museum collection features household goods and other simple mementos of Utah's pioneer days. Many of the pieces displayed were brought West by Mormon emigrants from the Eastern seaboard, England or Scandinavian lands in the period, 1847-1869, before the building of the railroad. Other items were of Utah manufacture.

24 Hutchings Museum

1955...John Hutchings Donates a Lifetime of Experience and Collections to the Citizens of Lehi. "Most collectors gather materials for monetary value, and they cannot comprehend anyone's collecting with any other purpose in mind; but the real collector is one who cares nothing for money or riches, but tries to discover the workings of Nature and God." John Hutchings expressed the above statement in 1959. He was born in Lehi on 11 March 1889. As a young boy he displayed a keen curiosity in natural history. Encouraged by a supportive mother, by age five he was accumulating Indian artifacts and other items that captured his fancy. His collecting hobby became a life-long passion--which was shared by his wife Eunice and their children. The John Hutchings Museum of Natural History, has won national and international accolades for its depth and variety. The various rooms of the museum contains a host of treasures of the American West. Thousands of artifacts of Utah's pre-historic inhabitants are to be seen here. Pioneer firearms, including a Butch Cassidy rifle and a Porter Rockwell pistol are on exhibit along with a sizeable collection of relics from Camp Floyd, established in Cedar Valley in 1858. Numerous artworks include items rendered by James T. Harward, George Kirkham, Jonathan Fairbanks and Stanley Wanlass. Stan Wanlass, world famous car sculptor has four art pieces on permanent display at the museum. Other fascinating collections include innumerable rock, mineral and fossil displays and a host of spectacular items in the marine life and bird life sections. Open daily, except Sunday, 9:30 to 5:30.

25 Orem Electric Railroad (Interurban)

1914, 16 February...The first Orem Interurban arrives in Lehi on Third North. Five hundred trackmen were employed by the Utah Construction Company in building the soon to be electric railway from Salt Lake to Payson. Lehi citizens eagerly awaited the coming of this railway, but no one wanted it to go down their street. Citizens living along Third North, forced the company to delay construction until they had had their say. (Sounds just like 1993 Lehi, doesn't it?) During construction of the railroad, some unusual visitors showed up every day in a buggy pulled by a team of black and gray horses. The driver was a middle-aged lady and a younger lady by her side. It was later learned that this lady was the owner of the construction company building the railroad and that she had amassed a fortune of over \$500,000 in constructing railroads. The younger lady was her daughter. The first trains to arrive were fueled by gas. Later the lines were electrified. The cement depot still standing on First West and Third North was formed in Salt Lake and transported to Lehi for assembly. It is an exact duplicate of the Pleasant Grove station. In 1920 there were thirty six trains traveling through Lehi daily carrying over three thousand passengers. By 1944 there were only seven scheduled trains daily.

26 Smuin Dance Academy

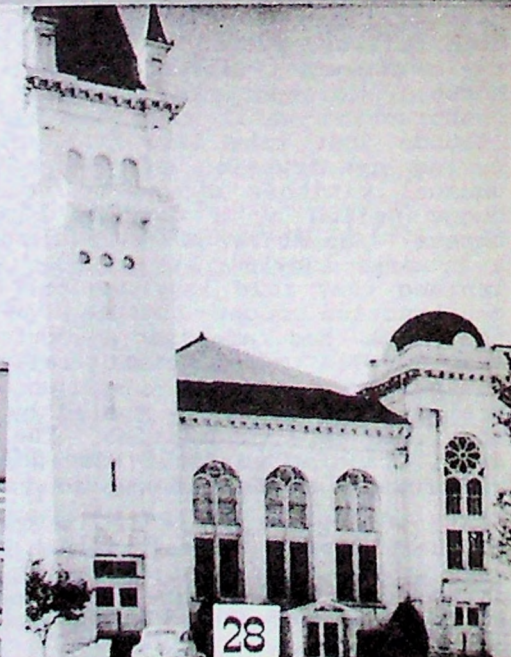
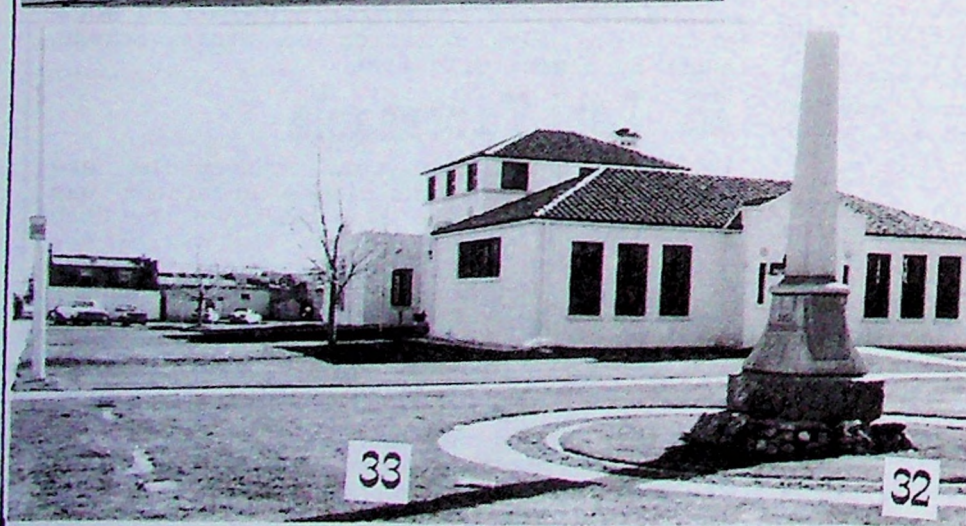
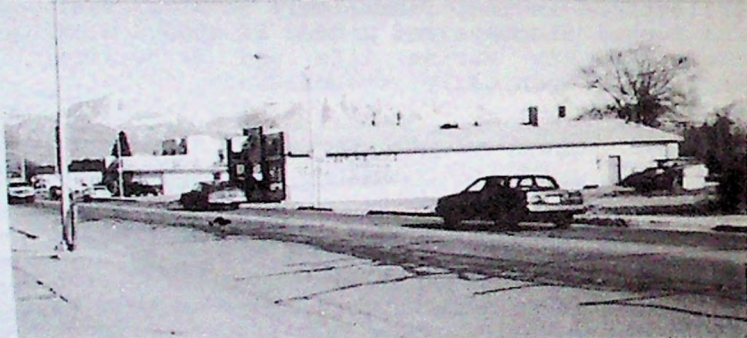
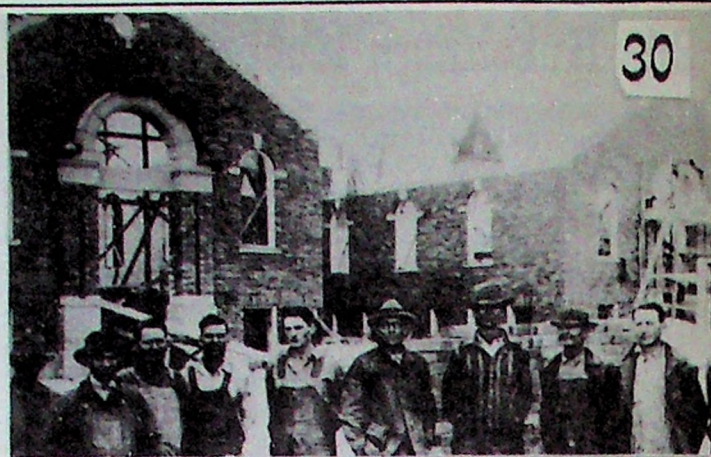
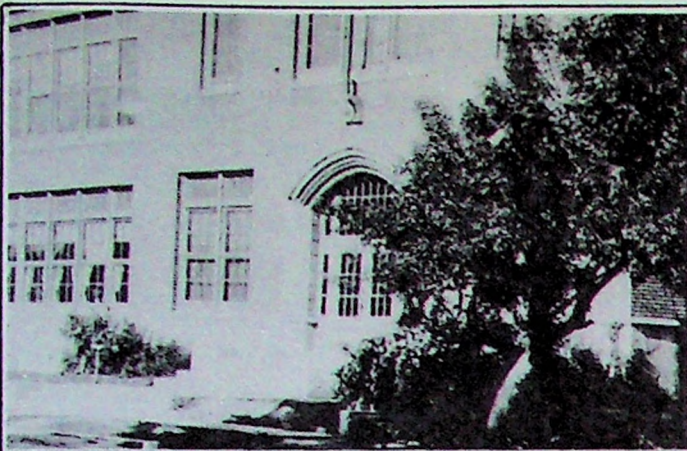
1913...Halloween Night...Smuin Dance Academy opens as "the finest dance hall in the State." With the coming of the Orem Interurban to Lehi, the Smuin family built the elegant structure on Center Street and Second North. Just a block and a half from the new train station crowds came by the trainload. For special events, special trains were scheduled to arrive in Lehi. The sixty-two by one-hundred-twenty-five foot building had a spring dance floor that was forty-eight by ninety-two feet. The twenty-five foot ceilings, orchestra stand on the north, a huge gallery on the south and balcony's on the other two sides, provided for huge crowds of participants. It was not unusual for a thousand people and more to be having fun in the building all at the same time. The building was steam heated and the many windows on the sides provided comfort air conditioning throughout the summer. In its earliest days the Smuin Dance Academy also provided wrestling carnivals. Lehi's pride, the 205 pound Alex Christofferson was the star of the local circuit. In 1914, he was crowned the Champion of Southern Utah. In 1916 he took on two champions within an hour and lost to the second one fifty two minutes after starting the matches.

27 Primary and Grammar Schools

1906, A large eight room primary school was completed and dedicated on the southwest corner of Center and Second North. Four hundred students were accommodated in this luxurious new building. It was the first school in Lehi to have indoor plumbing, central heating and a landscaped yard. Children were required to wait outside until 9:00 a.m. at which time they marched in an orderly fashion into the building to lively accompaniment. Just northwest of this location was the city jail from 1879 to 1909. Before that this location was the City Stray pound. In 1910 the jail was torn down and another eight room school was constructed and became known as the Grammar School. A large heating plant was constructed between the two schools and provided heat for both buildings. When the new building was first used, the two schools held 765 students. Some students were sent home the first day due to lack of space and a fifth grade class was assigned to meet in the old bank building on State Street taught by a Mrs. Gilchrist.

28 Lehi Tabernacle

1900 to 1910...The Lehi Tabernacle was Constructed. The building's architect was Richard Kletting, who also designed the Utah State Capitol. Ten years in the making the building project faltered many times for lack of financial support. In 1905 the Church President Joseph F. Smith was asked for a donation of \$4,000. The Church concurred. Main seating in the tabernacle was 698 opera chairs with the seating capacity of 1,200 included in the vestry and balcony. Twelve hundred ninety-one persons attended the dedication services on 15 May 1910. The building was dedicated by Church president Joseph F. Smith.



29 Lehi Hall of Mayors

1853 to 1993...Lehi Hall of Mayors. Pictures and biographical sketches of all mayors who ever served in Lehi are hanging on the west wall of the City Council Chambers.

30 Lehi Fifth Ward

Lehi Fifth Ward...Organized 29 February 1920 by Apostle Rudger Clawson as the 800th ward in the Church. Andrew Fjeld was the first

bishop. For eight years the ward did not have a permanent building. It met for times in the tabernacle, the high school auditorium and in the basement of the Memorial Building and finally in the Comer Cathedral which was a converted temporary church from the Comer family home when the ward purchased their property for a new building. Virgil Peterson was named bishop in August 1927. Ground clearing for the new building took place on 1 February 1928 and the building was used for the first time in December 1928 and dedicated by Church President Heber J. Grant on 28 February 1937.

31 Broadbents Family Department Store

1882...111 Year History of BROADBENT AND SON. One of the truly exotic shopping experiences in the world today. On April 11, 1859 Joseph Broadbent and his wife Sarah set sail from England to America. They started their trek across the plains in June and arrived in the Salt Lake Valley in September. After resting a few days they came to Lehi and entered into activities of providing for themselves. They purchased a lot and built an adobe house on it. It is the same lot on which Broadbent's Store got its start and is still situated.

A sewing machine was purchased, being one of the first in Lehi. Along with the machine, they purchased bolts of blue denim cloth, which were made into overall and jumpers by Sarah. Joseph put reinforcing copper rivets into them to secure longer wear. Grandfather Broadbent, being a watch maker by trade in England would travel in the summer by horse and wagon through out the territory and pick up watches and clocks to be repaired, bring them back and fix them during the winter and deliver the repaired items to the owners the next spring.

In 1882 by the suggestion of Grandmother Broadbent, they built a small store attached to their home. This is the year Broadbent's were issued their first business license, as a general store. This business proved to be very successful. Later years, additional buildings were added and finally the firm

BROADBENT AND SON became one of the thriving merchantile institution of the area. The active members of the business were Grandfather and Grandmother Broadbent, and their son Joseph S, and their daughter Geneva.

Grandfather Broadbent passed away in 1920 and Joseph S. continued on with the business. As the business grew so did the building, room by room. Each room had it's own characteristics of merchandise, which would change with the needs of the times and still continues this way. Joseph S and his children continued to work the general store. Upon his death in 1937, John S. Broadbent, his son, was made the keeper of the business. He and his wife Alice and their three children, Nann, David and Betty, continue to operate the family store today.

As the business thrived through the years, diversified kinds of products and services were offered. Grocery items were added, and the first sack of sugar bought at the Lehi Sugar Factory, was offered for sale at Broadbent's Store. A millinery shop was opened, making hats for every occasion. The feathery, frilly, lacy delights adorned most of the women and girls in the area. Broadbents also opened a photography shop, which was located on the second floor of the store, which now, for years has been taken over by Alice and her doll fashions. Years ago there was a music department which sold pump organs, sheet music and fixings for instruments. Currently, the store is stocked with beautiful hardwood furniture, a wonderful selection of the finest glassware, crystal, and china, a full department of fabrics and notions, ready to wear clothing, books and art supplies, and many other things.

The business has seen good times and bad, It has survived through the wars and depression our country has seen. Broadbent's general store has seen 111 years of change since it got it's first license in 1882. The merchandise has changed, and the size of the store has grown, but one thing has remained constant. The early ideals of hard work and service and dedication to customers started by Joseph Broadbent has been continued to this day. We are in the people business, we love and appreciate our customers, they become very dear friends. We hope our traditions are handed down and our generations will continue...John, Alice, Nann, David and Betty.

One of America's unique
shopping experiences

A Touch of Historic Pioneer Lehi

32 Monument Marks Fort Corner

1853...Sixty Lehi Families Move their Homes Inside the Fort. The northeast corner of the fort is the spot where the Lehi Pioneer Monument now stands just north of the Memorial Building. The fort encompassed sixteen square blocks. The walls of the fort were made by stacking dried blocks of mud for the outer walls, or they formed the walls with boards and wet clay was filled in and tamped in to form a solid wall. Each family who intended to live within the fort was to construct one rod of outside fort wall. A representative of the territorial militia inspecting the Lehi fort was not impressed with its security. He noted that due to the many entrances into the fort, that it would be difficult to secure all entrances if an indian attack occurred. Also he noted that they had placed all their hay in one location within the fort and all their straw nearby. An Indian could sneak in, light a fire to the hay and straw and immediate confusion within the fort would result. As a result of this report and due to a visit from Brigham Young they constructed a much more secure fort. The finished product was twelve feet high, six feet wide (at the bottom) and went for a length of 7,425 feet.

While many pioneers moved log cabins from the old fort site onto one of the new city lots, others started anew with adobe homes. Log, stone, and brick construction required specialized skills and tools. But building with adobe—sun-dried brick made of mud and straw—could be mastered by virtually anyone who had a set of molds. As first the four-by-six-by-twelve-inch “dobies” were made on site from clay that could be scraped up in the vicinity. Later it was found that a “blue clay” from banks of the Jordan River made the most durable adobe, and an adobe mill was established south of the present-day Lehi Roller Mills.

Not everyone could afford the luxury of an adobe home; adobes sold for \$4 to \$8 per thousand. Many built primitive cellar-like dugouts with willow and mud roofs. Others lived in mud houses built essentially in the same fashion as the fort wall had been built. James Bryant, whose parents came to Lehi in 1862, later wrote that “with the exception of a dog-house, I have lived in all kinds of houses from mud on.” He described his Lehi mud house as having

just one large room. Father made the foundation of rock and mud, about 18” thick. This was left to dry thoroughly, then another layer would be added and dried, then another layer, and so on, working each day, until it was raised to about an 8’ square. Then all of our belongings were moved in before the roof was placed. The roof consisted of two poles placed across the center and at first the wagon cover was stretched over corner-side until [bundles of reeds and willows] were fastened together in rows over the logs. . . . Then a covering of mud was placed over all. When a heavy rain came, of course the mud would leak and allow the water to come thru and every one had to manage a brass kettle or other utensil.²⁰

Lehi residents of the early 1850s, like most Utah pioneers, were relatively poor. There was no railroad into the territory and wagon freighting was so prohibitively expensive that people were forced to depend essentially on what they could raise, produce, and/or barter. Even the best efforts were sometimes hindered by factors beyond anyone’s control.

They first came on a sultry 2 August 1854 afternoon. Immense hoards of grasshoppers descended on the town like a biblical plague. William F. Rigby noted that “at times the sun would be darkened when [they] would pass over like a cloud.”²¹ All able men, women, and children worked from dawn to dusk to destroy the invading insects. “Each person would go along each row of crops,” James Bryant later recalled,

and try to knock them off into a trench the men folks had dug along the rows. We took heavy string or light rope and two of us passed along the row, pulling the rope tightly along the side of the foilage, then pulling it quickly. This jolt would unseat the pests and they would fall into the trench and be quickly covered up with dirt. The ladies’ hoop skirts came in handy in assisting to shoo the grasshoppers into the trenches. . . . [The skirts were also] used

by the ladies to shovel the dirt into the trenches after the surprised pests had been knocked into them. After the sun came up it would be quite a task, in fact real hard, to remove them, as they would be so busy eating.²²

Even the flocks of hungry seagulls that arrived—seemingly to help the beleaguered farmers—were not enough to halt the onslaught. The ravenous insects advanced from field to field, from garden to garden. According to the 16 August 1854 *Deseret News*, “damage was done to oats, corn, garden vegetables, but not much to wheat.” The wheat was spared only because it had already headed. The following summer, the young wheat shoots were the first crop the hoards of newly hatched hoppers began to devour. They grew rapidly, migrating in a southerly direction, consuming everything green in their pathway. By June they had flown elsewhere. Miraculously a few patches of grain survived in the southern part of town. But in September Bishop David Evans predicted that tithing wheat for the year would not exceed 150 bushels whereas it had been nine hundred bushels in 1854.²³

Famine conditions prevailed during these years. William Rigby wrote that his family lived solely on bran bread during the wintertime. In the summer they ate wild mushrooms, sego lily bulbs, and so many weeds “that our skin became tinted with green.” But others were even worse off, according to Rigby. The seven-member Hudson family had no bread at all, and survived by eating nothing but the hundreds of pumpkins and squash they had raised.²⁴ James Bryant would likely have enjoyed the luxury of a pumpkin. “We had to save all our bacon rinds” he wrote, “and mother would make bacon soup . . . and that was all we had to eat for days.”²⁵ Andrew Fjeld, in a chronicle of these years, wrote that “men and women [were] seen to stagger on streets from sheer weakness caused by lack of food.”²⁶

Utah Trivia

HISTORICAL BACKGROUND

Anasazi Indians, also known as the 'Ancient Ones' raised corn in southern Utah from about 1 A.D. to 1300. Ute and Navajo Indians roamed the region for centuries before the arrival of Anglo settlers, and the state takes its name from the Ute Tribe. In the mid-1700's Spanish explorers and New Mexican traders began to arrive. Most notable were Fathers Dominguez and Escalante, who in 1776 led an expedition that spent six weeks in Utah. Their journey resulted in trading between Santa Fe colonists and the Indians of Utah. In the 1820's fur trappers including Jedediah Smith, William Ashley and Jim Bridger discovered the area and its abundant trapping opportunities; they made northern Utah a popular site for mountain man rendezvous. Permanent pioneer settlement began on July 24, 1847, when Mormon leader Brigham Young looked across the Salt Lake Valley and said, "This is the right place." During 1847, 1,637 Mormons (members of the Church of Jesus Christ of Latter-day Saints or LDS Church) migrated to Salt Lake Valley. By the time the first transcontinental railroad was completed at Promontory, Utah in May of 1869, more than 60,000 Mormons had come to Utah by covered wagon or handcart. Since then Utah's history has been shaped by people from diverse cultural, ethnic and religious backgrounds. Today Utah is a unique balance of modern sophistication and natural wonder. The state's cultural institutions, educational centers, and unsurpassed scenery and recreation opportunities continue to bring Utah wide acclaim.

Alpine Scenic Backway

One of Utah's most popular scenic drives, State Road 92 (five miles down from Deer Creek Dam) winds for 19 miles around 11,750 foot Mt. Timpanogos with spectacular views of and access to the Timpanogos and Lone Peak Wilderness areas. Although this scenic backway offers numerous picnic, camping and hiking opportunities for the touring motorist, it is not recommended for long vehicles or trailers because of many narrow sections and switchbacks. But for those who can navigate the road, fascinating attractions await including Timpanogos Cave National Monument, the Great Western Trail, and Cascade Springs. For camping reservations, call: Mistix Corporation at 1-800-283-CAMP.



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33 Lehi Memorial Building

W. A. Knight first raised the idea of a Lehi Soldier's, Sailor's, and Marine's Memorial Building five weeks after Armistice Day (11 November 1918). Architects Walter E. Ware and Alberto O. Treganza, under the direction of Mayor Sidney Gilchrist, designed the three-section Spanish-mission styled structure to incorporate a memorial hall (center), a city hall (south), and a Carnegie Library (north).

The library was dedicated on 30 December 1921 during Mayor James H. Gardner's administration. The remainder of the building was completed during the administration of Mayor Joseph S. Broadbent. Dedication services for the \$55,000 center, the first municipal facility in America erected to the memory of World War I veterans, were held on Memorial Day, 31 May 1926.

Since then, the building has hosted numerous civic, community, and religious functions including the W.P.A., Alpine School District, the Lehi 2nd Ward, the Lehi 5th Ward, American Red Cross, Alpine Soil Conservation District, the Ground Observation Corps, the National Rifle Association, the Lehi Junior Wildlife Association, the Lehi National Guard, the Lehi Senior Citizen's Center, and the local American Legion post.

The municipal portion of the building has housed City Hall, two jails, a fire station, the Lehi Ambulance Association, and the Lehi Police Department.

The Memorial Building, now listed on the National Register of Historic Places, is currently being restored as the future home of the John Hutchings Museum.

LEHI HISTORICAL PRESERVATION COMMISSION 1992

Part of the construction lumber in the Memorial Building came from the Pavilion that was built in 1900 in the City Park where the Rodeo Grounds are now.

34 Lehi Roller Mills

1905...Lehi Businessmen form a Co-op and Build the Lehi Roller Mills. The first sack of flour was produced on 2 April 1906. Full daily capacity was sixty to seventy bushels. In 1905 Dr. John A. Widstoe came to Lehi and gave a lecture on growing dry land wheat in Cedar Valley. In 1906 many Lehi residents filed on dry farming homesteads in the Cedar Valley area and thus began the source of high quality protein wheat always demanded by the Lehi Roller Mills. In 1907 the Lehi Roller Mills advertized for 5,000 bushels of wheat for 75 cents per bushel.

In 1909 a George G. Robinson leased the mill. Robinson from the age of sixteen to nineteen had apprenticed as a miller with his father in Delaware. He had worked for his uncle at American Fork as a miller and was a miller at Chipman's Flour Mill before coming to Lehi. in 1910 he purchased the mill and increased capacity to 110 barrels daily. in 1915 Robinson contracted with Birrell Engineering Company to construct a 43,000 bushel capacity grain elevator. In November 1925 the Lehi Roller Mills took orders for eighteen carloads of flour from bakeries in Utah and California. Ten cars were for Turkey Red Flour, five cars for Peacock Flour (soft wheat) and three cars were for whole wheat.

George Robinson built a grand home on the south west corner of Fifth North and First East. His daughter Velma Robinson Russon told this writer (Carl Mellor) of the greatness of her father. He was not only a respected miller and businessman but was a modern day Elijah as far as the widows and poor of the old Lehi Second Ward were concerned. Robinson freighted flour in wagons to the coal mine communities of Carbon County and would return to Lehi with wagons of coal. Many widows and poor in the community had their coal bins filled with coal, and their flour bins mysteriously filled with flour, during the darkness of night, often in answer to the prayers of those who had no coal to heat their homes nor bread to feed their families.

After George's death in 1936, his sons Sherman and Raymond continued to operate the mill. Today his grandson, R. Sherman Robinson, now deals with the grandchildren of those who dealt with his grandfather. In the 70's and 80's, Robinson instigated a thorough modernization process installing imported Swiss milling equipment that increased production. In 1993 the mill produces one thousand 100 pound bags of flour every twenty-four hours. Currently twenty different kinds of specialty flours are shipped to Utah, Colorado, Arizona, Nevada and California. Sixty per-cent of the flour produced in Lehi is shipped out of state. The Lehi Roller Mills is growing at the rate of thirteen per-cent per year and has grown 156% since 1980.

Modern Day Elijah

More than any other business in Lehi, the Lehi Roller Mills is the visual business image of Lehi. Tell anyone you are from Lehi and they respond "that's where the flour mill is." World wide, people recognize the Lehi Roller Mills as the backdrop for many of the scenes in Paramount's 1984 blockbuster movie, FOOTLOOSE.

35 Lehi Mill Pond

1856...Scotsman Samuel Mulliner Builds Dam Creating Lehi's Mill Pond. Mulliner, a millwright and mechanic, had constructed the first leather tannery in Utah at Salt Lake in 1850. In 1855 he came to American Fork and established a wool carding mill and then a sugar mill for processing molasses. In 1856 he created the Mill Pond and began building a grist mill. The Army invasion of Utah delayed his work but by 1858 his miller Estram Kelsey was producing flour. Mulliner built a large adobe home just west of the mill. The mill's water turbine was fed by a wooden flue which funneled water from the pond. The two grindstones were sandstone each six feet in diameter. A corn shelling machine was later installed. The corn separated from the cobs was returned to the farmer, and the cobs kept for fuel to heat the mill in winter. In 1884 Thaddeus Powell, prominent Lehi sheep rancher, purchased the mill, named it Spring Creek Mill and built an elegant brick home on the property. In 1891, the mill and home were torn down to make way for the Utah Sugar Company.



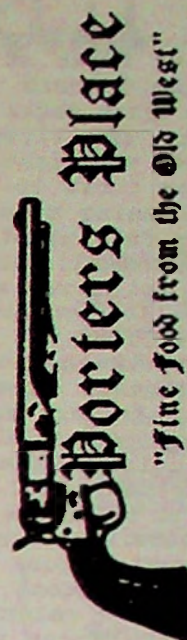
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Utah Trivia

Alpine Scenic Loop, a 24-mile paved road, takes you east up American Fork Canyon to U.S. Highway 189 in Provo Canyon. Along the way you will pass numerous campgrounds, picnic areas, Timpanogos Cave National Monument and Visitor Center, and views of Mount Timpanogos which will remind you of the Swiss Alps. Cascade Springs Scenic Highway, a 7.5-mile paved road off the Alpine Scenic Loop, goes to Cascade Springs Interpretive Site, where large springs cascade down the mountain slope in a series of limestone terraces and pools. Boardwalks wind through the area, giving visitors an opportunity to view trout which inhabit these pools. Fishing is not permitted in the springs area.

Nebo Scenic Loop Highway is a 32-mile paved road through rugged mountain beauty with several magnificent overlooks of the surrounding valleys. The Loop begins at Payson and terminates near Nephi. This road passes Payson

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1891

First Batch of Sugar

Lehi Sugar Factory

36

1891, October 15...James H. Gardner Boiled that First Batch of Sugar at the Lehi Sugar Factory. Historian Leonard Arrington wrote that "Lehi was the first sugar beet factory in the Mountain West, the first to use beets grown by irrigation, the first to use American made machinery, the first to use the 'osmose process' of reprocessing molasses, the first to build auxiliary cutting stations, and the first to have been established as a part of a great social and religious movement." LDS Church President Wilford Woodruff said "it was the mind and the will of the Lord to build a sugar beet industry in the territory." Utah Sugar Company officials accepted a bid of \$400,000 to build a factory made by the Kilby Manufacturing Company of Cleveland on 5 November 1890, stipulating that the factory be completed by 1 October 1891. The Board of Directors decided to build the factory in Lehi on 18 November 1890, rather than American Fork. Ground breaking took place two days later and the cornerstone laying on 26 December was the biggest celebration in Lehi's history. To make the first year's payments, the Church provided \$50,000 in tithing funds and borrowed another \$150,000 from Salt Lake banks. George Austin contracted with 556 growers to grow 1,500 acres of beets the first year. The first seeds were planted by Mr. Austin on George Comer's farm.

Population Increases 400

Not only was the sugar factory a beehive of activity, but Lehi's population increased by nearly four hundred persons in 1891. "All this has caused a boom here such as Lehi has never known before," commented editor Webb in the 29 May 1891 *Lehi Banner*. "Every man has plenty of work to do, and you see no loafers on the streets. . . . Real estate is rising rapidly, new buildings are being erected in all parts of the town . . . carpenters are kept busy from day light till [dark]."

The success of the sugar factory had dramatic effect on Lehi's financial well-being. Between 1890 and 1896 nearly thirty new businesses came into existence. One of those, established just south of the factory, was the Lehi Cattle Feeding Company and its affiliate the Utah Slaughtering Company, owned by the Bradshaw brothers (John F. and Richard). This enterprise, the largest cattle feeding lot between Omaha and San Francisco, consisted of ten large corrals, each twenty-five by three hundred fifty feet, where two thousand head of cattle (and later sheep) were fattened for the market. The animals were fed beet pulp which was purchased from the sugar factory for 50¢ per ton. Initially the cattle would not eat the smelly waste product so the stock-ranchers withheld other food until the animals were hungry enough to eat the pulp.¹⁵

The first strike of sugar was watched with great interest and considerable concern. Such a crowd of citizens were present in the pan room while the boiling was going on that it was difficult to get around. Ed Dyer supervised the boiling of that first strike and I helped him. There were present Manager Cutler, James E. Jennings, Elias Morris, John Beck, George Austin, Fred Trane, Byron W. Brown, Elisha Davis, Thaddeus Powell, William E. Racker and probably a dozen others whose names I cannot remember. Fred Trane was the "doubting Thomas" who repeatedly stated that he wouldn't be convinced that white sugar could be made from that black syrup until he saw the sugar right in his hand.

It was after midnight when the strike was dropped, but they all waited for that important event. Then everyone rushed to the centrifugal and when the first machine had spun off the molasses, Mr. [Ed] Dyer could hardly get room enough to perform the washing. However, he soon passed out the clear white sugar, giving each one of his audience some of it "right in his hand." Immediately "hurrahs" and "hosannas" filled the air—even Fred Trane cried out, "I'm now convinced that sugar can be made from beets!"

I'm Now Convinced

The first 100 pound bag of sugar was sold at Broadbent's Store. On the first full day of operation, 20,000 pounds of sugar were sacked and placed on a Union Pacific Railroad car bound for Salt Lake City. The first year 10,000 tons of beets were processed into 12,500 100 pound bags of sugar.

12,500 Bags of Sugar

The Lehi Banner on 3 June 1899 noted that 1,000 men and boys in Lehi and surrounding towns had applied for thinning jobs at the factory. In 1899-1900 a massive building program doubled the size of the plant and increased its capacity to one thousand tons of beets per day. Beet cutting stations at Springville, West Jordan, Spanish Fork, Provo and Pleasant Grove chopped beets into pulp, mixed them with milk of lime and pumped them through wooden pipes to the Lehi factory for processing. Dr. Robert E. Steele, was made resident physician of the sugar factory. For 50 cents per month each employee was entitled to free medicine and medical care during the campaign. Dr. Steele was replaced by Dr. Horace Holbrook.

On October 18, 1921 the workers went on strike over shift working hours. Ever since the factory opened it had operated on two twelve hour shifts seven days per week. The workers wanted three eight hour shifts per day. Management said the hours would not change even if the plant had to close. Senator James H. Gardner and the Alpine Stake Presidency pleaded with the workers but to no avail. The factory resumed operations on a three shift plan on 23 October with the same hourly rate of pay as the two shift plan, 30 cents, 32 1/2 cents and 35 cents per hour.

Lehi Sugar Factory

The factory's last year of production was in 1924. From 1891 to 1924 the Lehi district produced 2,572,357 tons of beets from which were extracted 6,987,242 100 pound bags of white sugar. The Utah Sugar Company and the Utah Idaho Sugar Company has spent an estimated \$30,000,000 in the Lehi district. In 1939 the factory buildings, except the warehouse was sold to Bothwell Mining Company of Mercur.

Utah Trivia

Peacock Studios

Arts Festival Gallery

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Arts Festival Gallery

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UTAH FACTS

Area Code: for all Utah is 801
Population: 1,729,000 (July, 1990)
Land Area: 84,990 square miles
(11th in size among the states)
Highest Point: King's Peak,
Ashley National Forest, 13,528 ft.
Lowest Point: Beaver Wash Dam on
Utah-Arizona border, 2,200 ft.
Salt Lake City Elevation: 4,330 ft.
State Symbol: Beehive (for industry)
State Flower: Sego Lily
State Grass: Indian Ricegrass
State Bird: California Gull
State Tree: Blue Spruce
State Animal: Rocky Mountain Elk
State Fish: Rainbow Trout
State Fossil: Allosaurus
State Gem: Topaz
State Capital: Salt Lake City
Statehood Day: January 4, 1896 (45th state)

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Utah Trivia

STATE PARKS

Wasatch Mountain State Park (D5)

Located in Midway and encompassing 22,000 acres of wooded mountain slopes, this is Utah's largest state park. It features an outstanding 27-hole public golf course, improved camping and picnic areas, and a network of scenic mountain roads. (801)654-1791

Deer Creek State Park (D6)

Fishing, sailing, and watersports are consistently wonderful in this reservoir which lies in the southwest corner of beautiful Heber Valley. Featured here are a boat launch, modern rest rooms and showers, a 31-unit campground, paved parking, and concessions. (801)654-0171

Camp Floyd & Stagecoach Inn State Park (A7)

The Frontier Inn, a 19th Century cemetery and Army commissary remain from 1858 when General Johnston camped 3,500 men (the largest concentration of military in the United States at that time) here to watch over the Mormons. West of Lehi on Highway 73. (801)768-8932

Utah Lake State Park (C7)

The largest fresh-water lake in Utah offers fantastic fishing, boating, canoeing, kayaking, and even ice skating. Facilities include four boat launching ramps, a sheltered 30-acre marina, 78 boat slips, modern rest rooms, showers, 71 campsites, and a handicap fishing area. Provo. (801)375-0731.

Jordanelle Reservoir State Park (D4)

The newest jewel in the recreation treasure chest of Mountainland is the Jordanelle State Park. Currently under construction, the dam is scheduled for completion in 1993. (801)538-7220



Bridal Veil Falls Sky Tram (C6)

Four miles up Provo Canyon from Orem on US 189 rises one of the world's steepest aerial tramways. Overlooking the double cataract falls, this tram soars 1,753 feet from the canyon floor. Orem. (801)225-4461.

Saratoga Resort (B6)

The summer resort boasts four natural warm spring swimming pools, water-slide, campground, Kiddieland rides, miniature golf, picnic tables, and more. West of Lehi at 6585 Saratoga Road on Utah Lake's north shore. (801)768-8206 or 768-8205

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- TUB ENCLOSURES
- FREE ESTIMATES
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MONDAY-SATURDAY
8 TO 6

266 E. MAIN • LEHI

BENJAMIN MOORE PAINTS

A COMPLETE LINE OF
PAINTS, STAINS, AND
CLEAR FINISHES.



Sold only through independent paint
dealers dedicated to providing excellent
service and expert advice.

COMMUNITY SERVICES

Because of the temperament of Lehi, a large police force is not necessary. However, the department is equipped with the latest law enforcement devices available.

Lehi boasts of a very modern, five-engine fire department. Manned by volunteers, the Lehi Fire Department is capable of responding to any emergency within minutes.

Utilities for the Lehi residential, commercial and industrial needs are designed to provide for the present population as well as for anticipated future growth for years to come.

Sewage Disposal Plant — The Timpanogos Special Services District provides efficient sewer disposal services with it's new million-dollar plant, it's capacity geared to growth.

Water Supply — Lehi's water source is primarily derived from wells and mountain streams. The city has just completed the construction of a new 16-inch artesian well. Current forecasts indicate water reserves will be adequate until well beyond the year 2,000.

Electric Power — The city-owned power distribution system provides electric service at a considerably lower rate than other power companies in Utah, and the savings all come back to Lehi's citizens. The generation of electrical power is sufficient for present as well as future needs of the city.

Natural Gas — is supplied and maintained by the Mountain Fuel Supply Company. The company is capable of maintaining an adequate supply of natural gas. Continuous development and purchasing of additional supplies insure quantities necessary for the foreseeable future.

38 Historic Lehi Main Street

Business development of Historic Main Street was limited to First to Second West before 1900. After 1900 Center to First West became a business developed area. Until this time the Canute Peterson family occupied most of the North side of Main and the Andrew Peterson family lived on the south side of Main between Center and First West.

West of 500 West was known as Bridge Street. Main Street ran to 100 East and turned North to State Street. The section on 100 East was known as East Main.

A Beautification Plan

Before 1921 when Main Street was paved, Main Street was a muddy, dirty, dusty mess. In 1882 some enterprising residents attempted to beautify Main Street by planting poplar trees on both sides. Twelve years later the trees had grown and provided a shady cool street in the summer. Uncovered irrigation ditches crossed Main going south at each intersection. The shade from the beautification project kept the mud from drying, so some more enterprising residents decided that to solve the problem, all of the trees needed to be cut down--and they were. Twice a year the street was leveled and packed hard as migrating herds of sheep traveled through town--in the spring going to the mountains and in the fall heading towards the west deserts.

Until 1900 when electric lights first were installed, Main Street was lighted at night by kerosene lamps.

A Merry-Go-Round A. Crackers, Sardines and Bull Durham

#2 West Main. 1895-1901, a Merry Go Round operated from this corner. 1901, Racker Mercantile Lumber and Coal Yard. 1910, Cotter Grocery. 1915, a burglar sat on the floor during the dark of the night and had crackers and sardines, then rolled a Bull Durham and had a quiet smoke.

1993 Porter's Place. 1921, Lott Plumbing and Electrical. 1931, Lehi Sun. 1938, Worlton Dental Parlor (later Davis Dental). 1971, Porter's Place. B

Alpine Printing. 1915, Lott Plumbing and Electrical. 1932, Lehi Free Press.

C

Edward Lister Shot

37 Porter's Place Restaurant

1993...Porters Place Restaurant. If you are looking for a taste of the Wild West, then Porter's Place will suit your fancy. Named for Orrin Porter Rockwell, notorious local lawman, Porter's Place is a window into days when men often shot first and asked questions later. When you saunter into Porter's Place you immediately sense atmosphere. The floor's carpeting is resplendent with beehives symbolic of pioneer dreams of Deseret and Mormon industriousness. This well worn carpeting once graced the floors of Hotel Utah. High above the spittoon-equipped bar (salvaged from a 100 year old Montana saloon) hang two large likenesses of the famed Porter Rockwell. One with the dark demeanor of a man who many called "the Destroying Angel," shows the frontiersman in his younger years. The other, a grandfatherly benign image of flowing white beard and hair, is a studied contrast in the man who outgunned dozens of desperados.

Prescription Liquor D

Peacock Studios. 1915, Drugstore, during prohibition (many times in Lehi's history) was the source of prescription liquor. In 1915, 586 quarts of brandy and whiskey were prescribed here. 1921, Malan's Undertaking Parlor. Lott Plumbing and Electrical. Utah Power and Light. Utah National Guard. Wathen's Shoe Repair.

Art Deco Architecture, based on cubism. built in 1934 for Jone's Dentistry. Reality Office. Peterson's Electronics. Ensign Brickfort. E

1901, The last of Dorton and Sons Butcher Shops. 1905 until 1957 Rocky Mountain Bell, formerly housed in Union Hotel, (first housed in Uptown ZCMI.) Now a photography shop. F

First Appendectomy G

1896, Dr. Steele's elegant new office. First lehi appendectomy was performed here on Joseph Hammer. 1907, Dr. Holbrook. 1915, Christensen Dental Parlor. 1948, Tuffy's Barber Shop.

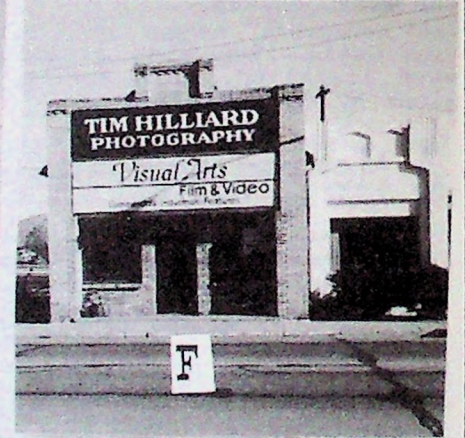
H

East Side of Reams. 1903, Dr. Merryihew, also site of traveling theatrics performances. Circus band and Uncle Tom's Cabin played here in 1903. 1913, Lehi Banner. and Lister Stationery Store. 1915, Edward Lister was shot at 10:30 near his home carrying money from this store. Dr. Holbrook had him on the 10:41 Orem Interurban on his way to LDS Hospital in Salt Lake. He survived. 1919, Malans Undertaking. 1924, Alva Wing's Funeral Parlor (one year), then a dress shop. 1927 to 1977 Main Street Mayor Thomas Powers operated a clothing store. 1977, Reams Wrangler Shop.

38 Historic Lehi Main Street

Center to First West

North Side



I

West Side of Reams. 1898, Merrihew's Dental Office. 1908, Ernest Webb Jewelry for 59 years. 1977, Reams.

School Post Office

J

Bank Vault Would Not Open

Burglars Caught with Stolen Clothing

Laneys East Part. First log school was on this site. Also the NE corner of original fort. 1901, (Ross Block built) U.S. Government paid \$188 per year rent for post office. Laney family for 48 years. Middle Part. 1901, Drugstore. 1906 to 1919, Bank of Lehi. In 1914 bank safe would not open. It took 6 days, 16 hours per day for two experts to open. 1938, Goodwins Golden Rule (See sign still visible on north side of building.). 1944, Lehi Bakery. 1946, Laneys. West Part has been a mercantile for 92 years. Builder Ross stayed in business only 90 days--he extended credit too freely. 1904, Lehi Cash Store. 1907, Burglars were found in building at 4 a.m. by officer Sabey. He fired two shots and went to get help. Investigation showed the size of shoes, shirts and suits taken. Within two days the burglars were apprehended in Salt Lake and Provo, from the size and color of shirts, shoes and suits they were wearing. Upstairs has housed Doctor offices, photographic studios, Odd Fellows Lodge, Lehi Commercial Club, American Legion, Chiropractor and Insurance offices.

S

Country Bakery of Lehi

172 W. MAIN

OPEN TUESDAY THRU SATURDAY

7:00 am to 6:30 pm

First Airplane Flight

J

1913, First Airplane Flight in Lehi. "Birdman" Christofferson flew an airplane 400 feet over Main Street, dropping a bundle of the Lehi Banner in front of Ross's Store.

Geraldines K

Geraldines. 1900 Merrihew's Lehi Drug Store. 1901, Upstairs was the Odd Fellows Hall and Modern Woodsmen of the World. 1917, Lehi Drug Store. 1919, Traded to Lehi Bank for Lehi Opera House. 1954, Julian's Drugstore. 1964, Post Office.

L Grandparents of Virgil Peterson Scandanavian Gathering Place

1862, Andrew and Mary Peterson built a five room adobe home on the site of the present day Bridal Shop. These folks were the grandparnets of Virgil Peterson, in 1993, Lehi's oldest living resident. The present building was built before 1889. This home and yard was a gathering place for Danish, Norwegian and Swedish immigrants in early day Lehi. An apple tree stood over a well at the southwest corner of the home. The friendly scandinavians drank many a cool cups of water fromt he well and enjoyed apples from the tree. In 1943, Jamisons established a bakery here and in 1946, Julian's Drugstore opened here. 1958, Glen established a barber shop and Connie began the Bridal Shop business. They still use the water from the old well.

First Security Bank M

First Security Bank. Building was constructed in 1953. On the inside west wall are three large murals depicting Historic Lehi. In 1960 the south part of the building was constructed.

Bank of Lehi, Lehi State Bank, Deseret Bank, and now First Security Bank, originated in 1906 to counter American Fork interests when the Lehi Commercial and Savings Bank merged with American Fork banking interests. Except for the time the vault door would not open for six days, the bank has been a secure stable bank since its beginning. In the depression when other banks closed, the Lehi State Bank closed only until the hysteria passed and then opened with no loss to depositors.

Lehi, the First City in Utah County
One of Mountain America's most
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Tuxedos

Over 22 Years Experience
Sales and Rentals

261 North University Avenue, Provo
35 West Main, Lehi

375-5445
768-9624

Utah Trivia

SPORTS AND LEISURE

Golf Courses: *American Fork: Tri-City Golf Course, 1400 N. 200 East, 756-3594 (18/72); Midway: Homestead Resort and Golf Club, 700 N. Homestead Drive, 654-1102 (18/70), Wasatch Mountain State Park, Hwy 113, 654-1791 (27/72); Orem: Cascade Golf Course, 1313 E. 800 North, 225-6677 (9/35); Park City: Jeremy Ranch, 8770 N. Jeremy Rd., 649-2700 (18/72); Park City Municipal Golf Course, Lower Park Ave., 649-8701 (18/72); Park Meadows Country Club, 2000 Meadows Dr., 649-2460 (18/72); Payson: Gladstan Golf Course, #1 Gladstan Dr., 800-634-3009, 465-2549 (18/72) Provo: East Bay Golf Course, 1860 S. East Bay Blvd., 377-2042 (27/71); Spanish Fork: Spanish Oaks Municipal Golf Course, 2400 E. Powerhouse Rd., 798-9816 (18/70); Springville: Hobble Creek Golf Course, Canyon Drive/Hobble Creek Canyon, 489-6297 (18/71).*

TIMPANOGOS CAVE NATIONAL MONUMENT

On the north slope of Mt. Timpanogos are three large limestone caverns connected by man-made tunnels. The cave temperature averages 43 degrees, so a light jacket is advised. The cave is open mid-May-mid-Oct. Timpanogos Cave National Monument is located 2 miles up American Fork Canyon east of Alpine or American Fork. A vigorous hike of 1.5 miles is required to reach the cave. Tours are often filled by early afternoon. Purchasing tickets in advance will help guarantee a specific tour time. The fee for adults is \$5. Children aged 6 to 15 are \$4, and senior citizens over 62 are \$2.50. Admission to the monument is free for children under 6. CONTACT: Superintendent, Timpanogos Cave National Monument, Route 3, P.O. Box 200, American Fork 84003, (801-756-5239).

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*FREE prescription delivery!

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LEHI DRUG

768-3548

Main Street - Lehi

154 W. Main

STATE PARKS AT A GLANCE

| Park | Nearest Town |
|----------------------------|----------------|
| Anasazi | Boulder |
| Antelope Island | Syracuse |
| Bear Lake Marina | Garden City |
| Bear Lake-Rendezvous Beach | Laketown |
| Bear Lake-Eastside | Laketown |
| Camp Floyd/Stagecoach Inn | Fairfield |
| Coral Pink Sand Dunes | Kanab |
| Dead Horse Point | Moab |
| Deer Creek | Heber |
| East Canyon | Morgan |
| Edge of the Cedars | Blanding |
| Escalante | Escalante |
| Fort Buenaventura | Ogden |
| Fremont Indian | Richfield |
| Goblin Valley | Hanksville |
| Gooseheads | Mexican Hat |
| Great Salt Lake | Salt Lake City |
| Green River | Green River |
| Gunlock | St. George |
| Huntington | Huntington |
| Hyrum | Hyrum |
| Iron Mission | Cedar City |
| Jordan River | Salt Lake City |
| Kodachrome Basin | Cannonville |
| Lost Creek | Morgan |
| Millsite | Ferron |
| Minersville | Beaver |
| Newspaper Rock | Monticello |
| Otter Creek | Antimony |
| Palisade | Sterling |
| Pioneer Trail | Salt Lake City |
| Piute (undeveloped) | Marysville |
| Quail Creek | St. George |
| Red Fleet | Vernal |
| Rockport | Wanship |
| Scofield-Mountain View | Scofield |
| Scofield-Madsen Bay | Scofield |
| Snow Canyon | St. George |
| Starvation | Duchesne |
| Steinaker | Vernal |
| Territorial Statehouse | Fillmore |
| Utah Field House | |
| of Natural History | Vernal |
| Utah Lake | Provo |
| Veterans Memorial | Camp Williams |
| Wasatch Mountain | Midway |
| Willard Bay-North Marina | Ogden |
| Willard Bay-South Marina | Ogden |
| Yuba | Nephi |
| Yuba-Painted Rocks | Levan |

U A Mercantile Where You Could Buy With Money

1858...The Merchantile Firm of T. and W. Taylor on the Southeast Corner of Main and Second West. With the coming of the United States Army to Camp Floyd the need for merchandising on a large scale dramatically increased in 1858. The soldiers needed fresh vegetables, fruits, eggs, milk products and other farm produce and the local residents could use the clothing, equipment and supplies and gold coins the military had access to. Thomas and William Taylor fulfilled that merchandising need.

Cooperative Buying and Selling

1868...Cooperative Buying, Selling, and Stockholders Reaping the Profits Came to Lehi as The Lehi Union Exchange. Israel Evans, returning from a mission to England (1853-57) told his father and others of a successful cooperative business he had seen in England. The idea caught on and on July 23, 1868, clerk William Wanlass opened the business on the northwest corner of First South and Third West. This preceded the Church's Cooperative movement (ZCMI) by two months. The constitution and bylaws of the Zion's Cooperative Merchantile Institution (ZCMI) was approved on 24 October 1868. Within six weeks of the opening of the first store on 1 March 1869, seventy-eight retail stores were operating throughout the Church. The Lehi Union Exchange became the local ZCMI. By the spring of 1869, all local merchants in Lehi had been forced out of business or had sold out to the Exchange. The local Exchange had twice tried to construct larger facilities on the north side of Main Street between First and Second West, but both times the construction was blown down by fierce winds. The Exchange then moved into the Taylor building on Second West, the location where the Colonial House now stands. The ZCMI "all seeing eye" and the inscription "Holiness to the Lord" were displayed on the building.

Bitter Opposition

In 1869, T. W. Taylor was out of business and sold building and stock to the Lehi Union Exchange. 1871, Bitter opposition to Church dominating business in Lehi. A Mr. Harwood and Mr. Bradshaw openly challenged the Church leadership. Bradshaw died of an insect bite (probably sheep tick) and Harwood's standing in the Church was challenged. 1901, present building (west side) completed. 1904, Racker purchased the Co-op, but continued to operate it as a branch of ZCMI. 1912, East half of building constructed. Building has been used for many merchandising activities including hardware, grocery and dry goods. Hutch's was here before moving to present location. 1972, Greenwood's Reception Center began. Top floor was used for storage, professional offices and once as a barn dance hall.

Elegant Saloon Rock from Zion's Hill

Cobble Rock Cloggers Building. In 1869 this was the site of Ira Wine's grocery store. 1891, Campbell built this blue rock building. Rock came from Zion's Hill on north east side of Lake Mountain. Second oldest building still standing on Lehi's Main Street. Opened as an elegant saloon with furnishings costing over \$2,300--mirrors and crystal lights included. 1897 Became the Senate Saloon. 1898, Prohibition sent Campbell to Mercur and building became Osterloph's Shooting Gallery. 1910, Lehi's first library was here and then a funeral parlor and later a harness shop. 1934, A tavern and Bar sold 3.2% beer allowed under prohibition) to thirsty residents.

W Darling Hotel

Lot Between Two Buildings, housed the Darling Hotel. Ned Darling came to Lehi in the 1960's and set up a restaurant and managed the Brown Hotel at 161 West Main. 1899, Darling enlarged the John Holdsworth home into a 10 room hotel. On the 24th of July he fed 120 townspeople before running out of food. A balcony overlooked Main Street. Across the street was the Opera House. There were no plumbing facilities inside the hotel. Guests used the outhouses out back.

Lehi Man Shot and Killed

Senate Saloon. 1906, Elk Saloon. 1908, At his birthday party, 22 year old Roy Johnston became drunk and rowdy. Policeman Charles Trane arrested Johnston, a fight ensued, in the scuffle Trane's gun went off hitting Johnston in the face, killing him. Johnston's ghost is said to have prevented former patrons from belling up to the bar at Elk Saloon and it then became he Log Cabin Saloon. Elderly Trane was so upset by this incident that he resigned as a policeman. 1911, Isis Theater was here. 1913, an ice cream store. 1914, Garff

X First Commercially Frozen Ice

brothers established their Sanitary Meat Market. Ice was commercially frozen for the first time in Lehi using ammonia. The ammonia got mixed with the water and was a losing ice venture. Ern and Ted Larson's meat market was here for years. Later used as a milk depot and hair salon.

Y Burglars Closed Clothing Store

Building Across street from First Security. Built in 1893. 1894, Meat Market. Meat came from Bradshaw's feeding lot south of sugar factory where 2,000 head of animals were fed at one time. This feed lot operation was the forerunner of Salt Lake Union Stockyards in North Salt Lake. 1897, Ord Brothers Clothing. Burglars ransacked the place and stole \$200 in clothing and the Ord Brothers were out of business. Comer Ice Cream Parlor, Dr. Steele's medical office, Merrihew's Drug Store, Ross and Ross Mercantile, beer parlor, grocery store and cleaners have all occupied this building.



46 Historic Lehi Main Street
First West to
Second West



North Side



Lehi Drug Store Longest Continually Operating Business in Lehi

Lehi Drug Store. The Lehi Drug Store is the longest continually operating business in Lehi. (Broadbents is the longest continually operating business owned by the same family and operating at the same location for 111 years.) Lehi Drug Store now sits on the very land where nearly 120 years ago a Dr. C.L. Seabright opened the first Lehi Drug Store. Since then the Lehi Drug has been in many locations and owned by many different owners, but the name has been in continual use. The hottest items sold in the early years were patent medicines which could cure any ailment or disability one had. Read a typical ad:

R MANHOOD RESTORED—"Cupidine" This great Vegetable Vitalizer, the prescription of a famous French physician, will quickly cure you of all nervous or diseases of the generative organs, such as Lost Manhood, Insomnia, Pains in the Back, Seminal Emissions, Nervous Debility, Pimples, Unfitness to Marry, Exhausting Drains, Varicocele and Constipation. It stops all losses by day or night. Prevents quickness of discharge, which if not checked leads to Spermatorrhoea and all the horrors of Impotency. CUPIDENE cleans the liver, the kidneys and the urinary organs of all impurities. CUPIDENE strengthens and restores small weak organs. The reason sufferers are not cured by Doctors is because ninety percent are troubled with PROSTATITIS. CUPIDENE is the only known remedy to cure without an operation. 5000 testimonials. A written guarantee given and money returned if six boxes does not effect a permanent cure.

Cure for What Ails You

The hottest-selling items on a druggist's shelves were patent medicines, which—if labels are to be believed—could handle any and every complaint. Colorful ballyhoos in the *Lehi Banner* over the years though dubious now must have been accepted then. "Karl's Clover Root," for example, "will purify your complexion, regulate your bowels and make your head clear as a bell." "Bald heads are becoming too frequent among the middle aged," noted another ad; "this can be prevented by the timely use of Hall's Vegetable Sicilian Hair Renewer." The makers of "DeWitt's Witch Hazel Salve" went so far as to claim the product could heal "everything but a broken heart," and specifically listed "piles, rectal diseases, cuts, burns, bruises, teeters, eczema and all skin troubles."

The Ekins Family

David Ellingston bought Seabright out in the mid 1890's. H. Bert Merrihew purchased the store in 1897 and sold it to John Franklin Bradshaw and his brother-in-law Gerald Taylor, in 1917. Stan Taylor was brought into the business in 1921. In 1926, the Taylor brothers bought the drug store on State Street from the Co-op and the Taylors ran two drug stores both next to theaters in uptown and downtown Lehi. Shortly later the Taylors bought out Bradshaw. Abe Ekins married Gerald Taylor's daughter and became a part of the drug store business in Lehi. In 1959, Ekins bought out Taylor and the Lehi Drug Store has been in the Ekins family since.

Collectables. 1896, Site of Lehi Drug Store. 1919, Building built by Lehi Drug Company, Gerald Taylor, Druggist. Second story was dancing and entertainment. Apartment made in 1946. Note sign on west side of building--Keeley's Ice Cream--Best by Test.

\$ \$5,000 in Gold Coins Found.

Country Bakery. First business on site was Gudmundsen Goldsmith in 1874. Gudmundsen was a native of Iceland, went there on a mission, returned and became an apostate, was in gold business with army personnel at Camp Floyd, went to California, regained his Mormon Faith, son found \$5,000 in gold coins which paid for wife's medical expenses and money to return to Utah, where he established his gold smithing business here. 1877-1938, Lehi's first city offices were here. 1969, Tucketts and the Bakery.

S Lehi City Offices

Lehi City Hall. 1871, an adobe City Hall was constructed on this site with a one window jail in the basement. 1877, a 30 by 30 foot addition was added. 1887, a bell was added to the belfry and a curfew was sounded each night at 9 p.m. 1883-89, the basement was used as a public library and reading room.

T Hammer Hotel

Q Watties Cafe

1939, W.D. Watkins and his wife Eunice purchased the Sparkle Inn from Faye Evans and opened a new Watkins Ice Cream Store. The 9th of February was the opening day. A blizzard the night before had dumped three feet of snow on Main Street. The day's receipts were \$7. T. Bone Steak dinners sold for 45 cents a cut and a dish of potatoes and gravy was 10 cents.

Colonial House Reception Center

The Colonial House Reception Center. Step into the elegance of the past and the beauty of the newly redecorated Colonial House Reception Center--one of the finest party centers in all of Utah. Notice the skill of preserving the molded tin ceiling tiles that graced this fine ZCMI Store in 1912. They are a part of the coordinated beauty of the reception center.

U



Visit or Call The "Newly Restored"
Colonial House
Catering and Reception Center

*"Where you can have Crystal Chandeliers
for about the same cost as basketball hoops."*

Wedding Packages • Elegant Buffets • Invitations
Wedding Ceremonies • Wedding Cakes
Spacious Facility (100-600 guests) • Dance Floor
Beautiful Staircases • Flowers • Free Consultations
Beautiful Baby Grand Piano • Photography
Located halfway between Provo and Salt Lake City
Live Wedding Doves

768-3345
187 West Main • Lehi

Open Tues. - Sat. 10:00 to 5:00 (After hours appointments welcome)



39 Famous Lehi Murders and Vigilantes Desperados

While Lehi was in the midst of the Wild West, the city was never as unruly as towns like Dodge City, Kansas or Tombstone, Arizona. The first jail was in the vegetable cellar of the tithing house. On April 11, 1856, a Maria Peterson was in the north fields searching for a lost cow when she was raped by a Jacob Lance from American fork. The next day Lance was arrested and brought to Lehi and placed in the custody of a twenty-two year old constable James Harwood. Harwood was to sleep with Lance and make sure he was protected until justice could be had. Early in the morning of 16 April one account says that a small figure clothed as a woman sneaked in to the bedroom where Harwood and Lance were sleeping and killed Lance with an axe. Another account, that of Harwood, tells that he was summoned from the house by known visitors and taken a short distance away and told that Lance was to be killed and that if Harwood ever told who did it, he would also be killed. When a Grand Jury judge came to Lehi to gain information concerning this murder, he was accompanied by 1,000 horsemen for protection. In 1861 a school teacher in Lehi, Sol Langley, was courting a widow. She became pregnant and shortly after Langley's body was found in his bed having been killed by an axe. Vigilantism was in evident in these parts as late as 1905 when an American Fork citizen, Thomas Blood, because of his dissipating lifestyle and failure to provide for his wife and children, was taken south of town by hooded men and strung up on a pole. He revived thirty minutes after being taken down and was warned what his next dose would be if he did not pursue a new course.

In 1860 a Martin Oats, who worked at Rockwell's Brewery Hotel, was found dead near the point of the Mountain, shot by Porter Rockwell. Rockwell was acquitted.

5 Cents Buys Body

In 1868, a drifter from the east, eighteen year old Chauncey Millard came to Lehi and hired on with freighters Harlan Swett and Chauncey Mayfield. They camped on the west side of the Lake where Millard shot Swett, killing him, and injured Mayfield. Millard escaped to Cedar Fort and was taken in by a family. He was apprehended seven days after the murder by Porter Rockwell and was taken to Provo where he told the judge that he was tired of trying to make a living by stealing and killing and he would rather die than live. The justice system did not disappoint him, but before he died he did have a request. He wanted a bag of candy to eat. Having no money, he sold his body to a Doctor Roberts for five cents and that five cents purchased the candy he desired. After eating the candy he was shot dead.

School Teacher Shot and Killed

Three years later a school teacher, William Thurmond was killed during the preparations of a Christmas celebration at the Lehi Meeting House. (The account of that murder is in the section about the Meeting House.)

Three Young Men Disappear Under the Ice of Utah Lake

Three young cousins disappeared from a ranch south of Pelican Point in February, 1895. In April the three bodies washed up on the shores of the Utah Lake, each with bullet holes. One of the boys' stepfather was later tried and convicted and sentenced to die but was pardoned by the parole board and after lengthy investigations it was determined he was not guilty and he was released on 6 May 1899.

A Fit of Jealousy

Lopez Kills Seven Men

In 1913, Lehi and Utah County police officers became involved in one of the west's greatest and most futile manhunts. A Raphael Lopez in a fit of jealousy killed his friend Juan Valdez in Bingham Canyon. Lopez traveled over the mountains to Cedar Valley and tracks in the snow led toward Lehi. He rested at an abandoned cabin west of Saratoga and headed towards Pelican Point. Near there, lawmen came in contact with Lopez and three were killed. Lopez returned to Bingham Canyon and entered a mine. He stole lunches and tobacco from miners. He killed two others at the mine. The mine was closed twice and filled twice with smoke, but Lopez survived and somehow escaped. He was never found.



40 Lehi Meeting House and Thurmund School

1860 to 1972...Lehi First Ward Meeting House. In 1855, Bishop David Evans advanced the idea of building a large meeting house. A city tax of \$1.50 per \$100 valuation was levied with the dollar to be paid in labor and the 50 cents in grain. Five years in the building, it was built of mostly native materials and served Lehi for 112 years. Thousands of sun-baked adobes made in the pits south of the Lehi Roller Mills provided the outside eighteen walls of the structure. The large 48 foot by 36 foot auditorium was heated by a pot bellied stove. Five hundred people could be seated in the auditorium. President Young interrupted the choir presentation during one of his visits to the meeting house. Fire on the roof interrupted one of Bishop Evans long talks. A drunken former student of William Thurman interrupted preparations for a 1871 community Christmas celebration when the student broke through the locked doors, struggled with Mr. Thurman during which a pistol fired hitting Thurman in the chest. Mortally wounded Thurman was taken across the street to a home still standing and there he died. The murderer was apprehended, given ten years in the Territorial prison, served one year and was released for good behavior, but was killed later in a scuffle with a police officer. Lehi's community liberty pole (an 80 foot tree) stood on the corner for thirty-seven years. A young English convert bothered by Lehi girls as he was eating an apple shimmied up the pole and sat on the top knob and finished his apple undisturbed.

Lehi's Liberty Pole

41 David Evans Block

1851, In February, David Evans arrived in Lehi and settled near the rodeo grounds on the banks of Dry Creek. David Evans had survived the Hauns Mill, Missouri massacre on 30 October, 1838, where 16 men, women and children were brutally murdered by angry Missourians. Evans had openly pleaded with the vigilantes not to kill the Mormon group. In May, 1851, Evans was in charge of digging a seven mile ditch from the mouth of American Fork Canyon to supplement the water for irrigation. In 1854, he laid out the first streets in Lehi, within the walls of the fort, using a pocket compass and a carpenter's square. David Evans was the community's spiritual leader. In 1852, an Indian "Yan Tan" delivered a letter from Brigham Young to David Evans. Young told Evans that the Indian was to be treated with kindness, provided with food, and that a home for Yan Tan and his friends should be built. On the north west corner of the Evans' block an adobe home, 42 feet long by 16 feet wide was constructed. Here Yan Tan and other Indians were housed and fed for several years until an Indian died in the home. Indians then would no longer stay in the shelter and it was used for homeless and or new arriving emigrants.

Hotels

The first two innkeepers in Lehi were Abram Hatch and Bishop David Evans, who opened a portion of their homes to travelers. A special correspondent for the *New York Herald* wrote what it was like to spend a night at Bishop Evans's place in June 1858:

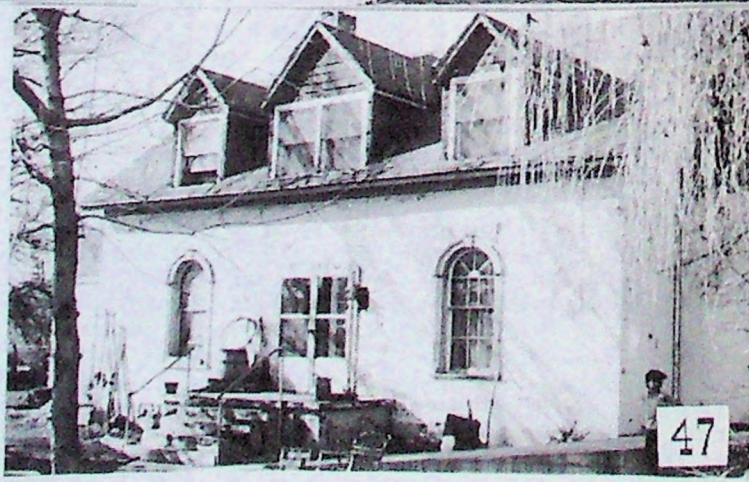
Bishop Evans was our host; he is the highest church dignitary in the place and keeps a sort of hotel. The bishop is a corpulent and sociable old man. A multitude of children are running about the house; they were very well behaved, made no noise, kept out of the way and bore a very retiring disposition; they took care of each other, the elder ones acting as matrons to their younger relatives. . . . We did not ask the corpulent bishop the number of his spirituals, nor did he instruct us upon that point; so we were left in unhappy ignorance. Several women were moving around the house. It was very easy to distinguish the old one lady who claimed priority as mater families. There were three quite young women, who worked about the house, more quiet than tongue-tied servants. Whether they were some of his "better halves," we were unable to decipher, even after comparing notes. The saintly bishop, must however, have a harem of no small dimensions to generate such a vast juvenile population. The children all looked well, fat and hardy. The three young women, before alluded to, had a sort of iron bound countenance, which is almost indescribable; but more of that anon. At night we lit upon a feather bed, being the first bed I had laid on for 60 consecutive nights.²

42 Hotel and Livery Stable

1884, Sarah Ann Smith built the adobe hotel still standing at 400 West Main. In 1891 a cafe was established in the east half of the main floor. A saloon was included in the operation in 1891. During that year a robbery also occurred. Watches, pocket knives and shoes of sleeping guests were taken. This hotel operated as a hotel and eating place until 1929. This is the oldest still standing building on Main Street.

43 Denver and Rio Grande Railroad

1881...The Denver and Rio Grande Railroad Comes to Lehi, "through the mountains and not around them." The Denver and Rio Grande came from Denver by way of The Royal Gorge and Arkansas River, then to the Colorado River and into Utah, Around the Bookcliffs, up Price Canyon, over 7,500 foot Soldier Summit, down Spanish Fork Canyon and on to Lehi. The deep cut in the roadbed near Jordan Narrows gave Lehi residents much needed work. In 1897 there were seven daily stops in Lehi. The original wood station was at Main and Fourth West. A larger station was constructed one block north in 1895. At least three presidents have traveled through Lehi on the D and R G W R R trains. Benjamin Harrison made a stop at the Sugar Company in 1891. In 1909 William H. Taft stopped briefly at the



Through the Mountains Not Around Them 45 Rockwell's Wife's Home

station, and in 1938 Franklin D. Roosevelt came through at 3:00 a.m. in the morning without stopping. The Rio Grande has provided a lot of excitement in Lehi. In 1897 the railroad offered a reward of \$15 for the apprehension of anyone caught throwing rocks at trains. Two train wrecks in Lehi should be noted:

Sudden stops were impossible even with air brakes, as the crew of the 20 May 1901 R.G. & W. southbound discovered on a quiet Sunday morning. Dry Creek waste ditch—which crosses under the tracks about one mile northwest of the Lehi Rodeo Grounds—undermined the roadbed during the night. Eyewitnesses to Lehi's first train wreck watched in horror as the locomotive "tottered and swang to and fro" when crossing the weakened spot. By the time dust had settled, the engine and seven cars were badly wrecked, though none of the crew were injured.²⁰

Passengers and crew of two Rio Grande trains were not so lucky on 18 November 1906. The first section of No. 3 was standing at the Lehi station waiting orders to proceed in a blinding snowstorm when the second section, traveling at twenty miles per hour, plowed into the caboose. The 22 November 1906 *Lehi Banner* noted that numerous injuries occurred and several women became hysterical when the curtains in several sleepers came unhooked, exposing the ladies in their nightclothes.

44 Lehi Roundup Rodeo

Site of Public Park and Amusement Hall

Lehi Roundup Rodeo...Since 1941 the Lehi Roundup has been an annual affair—fifty-two successive years. Rodeos and cowboy fun has been a part of the community since the beginning of Lehi. The first traveling rodeo came to Lehi in 1921 performing at the present site of the rodeo grounds. In 1928, Dale Peterson remembers coming around the track when a new Chevrolet was driven onto the track. Dale's horse tried to jump over the car and all became mangled in a near death accident for Dale. The Chevrolet was damaged and the horse had to be destroyed. Sugar Days rodeos were held off and on during the thirties. Since 1941 the Lehi Roundup has been a continuous annual event. The Roundup dates always the last weekend in June came about in a rather scientific way. Research from the weather bureau revealed that over the years there was less chance of rain the last full weekend in June than any other summer weekend. The Lehi Civic Improvement Association, sponsors of the Roundup have also participated in nearly every worthwhile community activity since 1941. The Lehi Roundup is a must on the list of Professional Rodeo Cowboys Association members. More professional world winners appear at the Lehi Roundup than probably any other rodeo in Utah.

Porter Rockwell had four wives—but only one at a time. He was not a polygamist. His wife, Christina Olsen, lived with him at the Rockwell Hotel north of the Point of the Mountain, when at the age of 65, Rockwell died from a heart attack. Porter had fifteen children and two adopted Indian children. His last child, Ida May, was born four months after he died. His wife moved to Lehi and lived the rest of her life in this home located at the northeast corner of Second West and First North in Lehi.

47 Relief Society Meeting House

Eliza R. Snow

1868...27 October, Eliza R. Snow Organizes the Lehi Female Relief Society in the Meeting House. Sarah Coleman was president, Barbara Ann Evans and Martha Thomas were counselors with Rebecca Standring as secretary and Mary Ann Davis, treasurer. There were twenty-nine charter members. In 1880 they purchased property at 212 West Main and in 1883 a party was held here to honor the president. The building had been paid for up to this time by bake sales, dinners, and mostly from the sale of "Sunday eggs." John Beck, donated enough money to finish the hall and the Church RS leaders led by Eliza R. Snow were present. Many instances of great spiritual manifestations are recorded as having taken place in this building. In 1889 the Womens Suffrage Society was organized in this building. Utah's silk industry in the local area centered from this building. This building is one of only a few remaining original RS halls still standing in the Intermountain West.

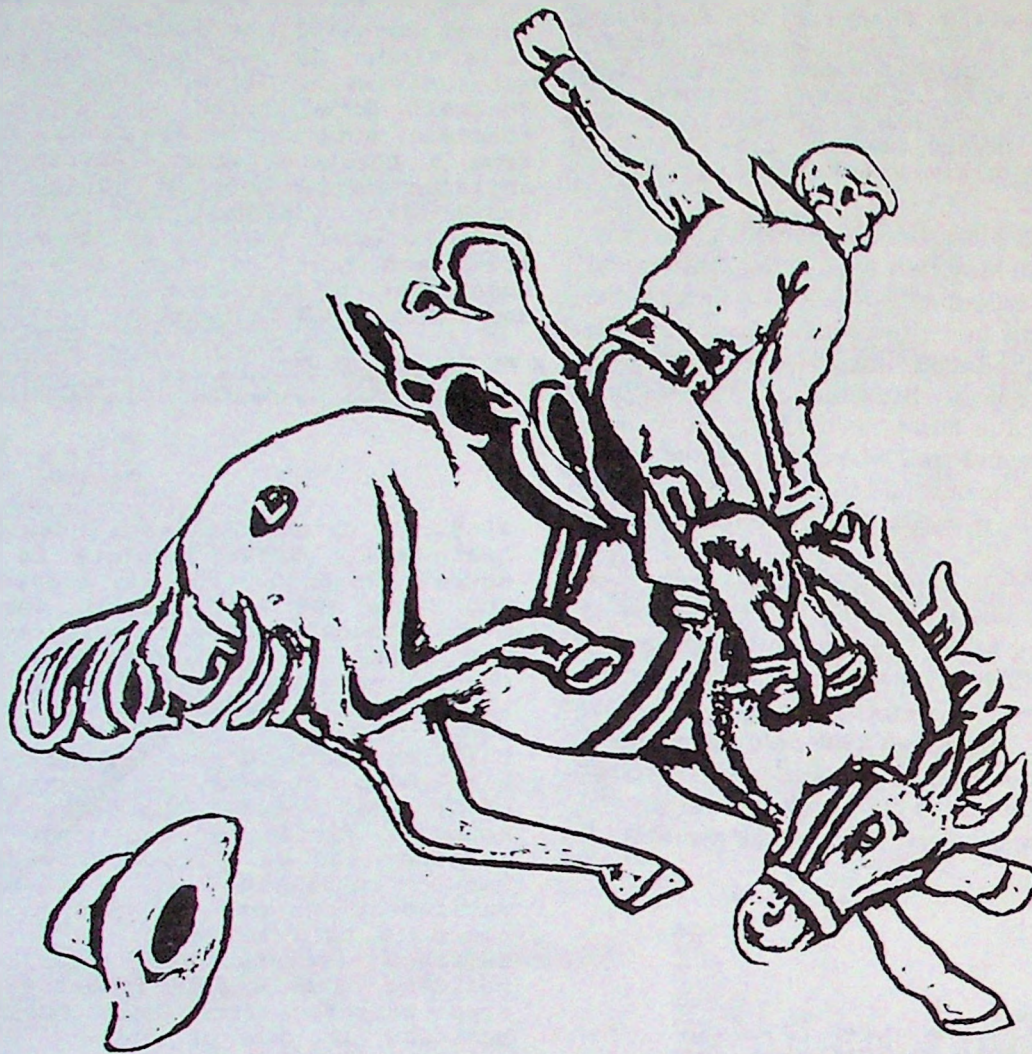
48 Maverik Convenience Store

49 Sulphur Springs Snow Springs

In late July, 1850 an exploring party from Salt Lake City, consisting of Canute Peterson, David Savage, Charles Hopkins, Henry Royle, William S. Empey, William S. Wadsworth, and Mr. Lemmon, a surveyor, arrived at a site on the American Fork Creek where they anticipated staking claims.

A group of settlers led by Washburn Chipman and Arza Adams were already camped in the area, and claimed water and land rights to the vicinity.

The discouraged explorers returned to the site of an ancient Indian encampment just west of the present Lehi Rodeo Grounds. They named the anemic stream "Dry Creek."



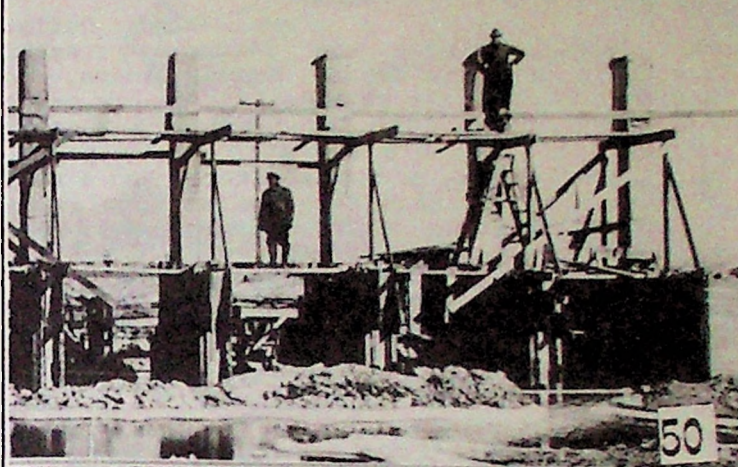
STARTING WITH THE ANNUAL QUEEN CONTEST
(Held the third Saturday of May)
THROUGH A FULL WEEK OF COMMUNITY-WIDE ACTIVITIES
(The last full week of June)

A GREAT RODEO TRADITION CONTINUES WITH
THREE PERFORMANCES OF THE

LEHI ROUNDUP RODEO

TO CLIMAX THE FINAL THREE DAYS OF LEHI'S WESTERN CELEBRATION
WHICH INCLUDES:

Family Picnic and Entertainment--Bar-B-Q--Cowboy Poetry Gathering
Stock Parade--Miniature Parades--Fine Arts Display
Chuck Wagon Breakfast--FunDay Carnival, Rides & Boutique
Western Dirt Dance--Cowboy Celebrity Autograph Party



The following day the men explored the area west to the Jordan River and south to Utah Lake. Much sagebrush and greasewood were evident, but they also found considerable bunch grass, which made an excellent animal fodder.

Approximately one mile north of the lake and a mile east of the river the men found a spring of clear though acrid-tasting water with sufficient grazing ground to support a settlement. This site which they called "Sulphur Springs", was then surveyed by Lemmon. The group returned to Salt Lake City and filed on the land.

By late November, 1850, thirteen log cabins with sod roofs had been arranged into a partial fort surrounding Sulphur Springs. Fifty two persons spent the winter there.

50 Jordan Pumps

1902...The World's Largest Water Pumps Stabilize the Flow of the Jordan River.

In 1900 and 1901 a severe drought shrank the Jordan River to only 25% of its normal flow. Archibald Gardner, West Jordan miller depended on the river for water power to operate his mill. His son James was superintendent of the Lehi Sugar Factory. Together they convinced the local water users that constructing pumps would equalize and control the flow of the river. They were right. When the pumps were installed it was possible to add thousands of acres of new farming land in Salt Lake Valley. Initially, four forty-eight inch pumps delivered four hundred cubic feet of water per second. In 1905 another pump was installed and two more in 1907. A sixty inch pump was installed with 1,600 gallons per second capacity. When in full operation the plant was delivering seven hundred million gallons of water every twenty-four hours. At that time it was considered the largest pumping plant in the world. In 1920 new construction doubled the plant's capacity.

51 Saratoga

Saratoga Resort...Indians for hundreds of years made pilgrimages to Saratoga Springs. They believed that to bathe in these mineral springs would cause a renewal of their soul. In December 1847, Parley P. Pratt, led an exploring party to Saratoga. In 1860, John Naegle, a German convert to Mormonism and a member of the Mormon Battalion purchased the area surrounding the hot springs and paid for it with some of the gold he had panned in California. In 1865 a John Beck leased the property and raised sheep and manufactured charcoal. John Beck had made his money at Bullion-Beck mine in the Tintic area. One thousand people attended his opening of Becks' Saratoga Springs on 24 July 1884. In 1893 one could ride the hack from the Co-op Livery Stable, leaving every Saturday at 7 p.m., ride all the way to Saratoga by the Jordan bridge west of Lehi, have a swim in the springs and return to Lehi for 50 cents per person. In 1897 a thirty by one hundred foot plunge was opened, plus large bath houses and a boarding house were in operation. For health purposes

some people would come to the resort and stay for several days, even weeks. A huge chicken operation was tried during these years, but failed. In 1900 Beck sold his Saratoga Springs to the Utah Sugar Company. In 1914 the Austin Brothers bought the resort for \$60,000. In 1923, the Austin brothers again tried to profit from raising chickens. They imported 6,000 chickens from California hoping to import 100,000 chickens the next year. These plans never proved profitable. In 1930 Frank Eastmond announced that he had purchased an interest in the Saratoga Resort.

1911, the Pleasure boat "Galilee" was sunk just south of Saratoga. Captain Edwin G. Brown's wedding party of sixteen were on their way from Geneva Resort to Schnider's Ranch. A windstorm came up and the anchor fell overboard lurching and capsizing the boat. Six passengers drowned.

During the 20's, Saratoga was served by water transportation from Payson, Provo, Geneva, and American Fork on the Utah Bell, a twenty seven passenger launch. The hey-days of the resort occurred in the 30's and 40's. Four pools, dancing pavilions, picnic shelters, and a full fledged carnival made Saratoga as popular as any resort in the State. New owners and developers of Saratoga are interested in making the water park at Saratoga a world-class facility, then updating the children's section of the family oriented resort. A golf course is planned and later on town houses and water front residential areas will be developed.

52 Willows Park

Willows Park...One only needs to visit Willows Park to know why the park is so named. The story of the willows growing here is much more interesting than the name. In pioneer times, a Mormon emigrant from Wales left his homeland to settle in America. Not wanting to part with the green trees of his native land, the emigrant cut branches from his willow trees, wrapped them in damp rags and brought them with him to America. Here in Lehi he found suitable wet soil and there he planted part of his native heritage. And Willows Park is the result. These trees are native only to this area and if you find other willow trees in western America like these growing here, you can count that someone else took a few branches from here and planted them there.

53 Jordan River Toll Bridge

Section 1. Be it ordained by the City Council of the City of Lehi, that the toll of the above named bridge shall be as follows:

| | |
|--|--------|
| For crossing a vehicle of any kind drawn by | |
| two animals..... | 20c |
| Or six tickets for | \$1.00 |
| For each and every vehicle drawn by one animal ... | 15c |
| For each animal and rider or each pack animal..... | 10c |
| For loose horses, mules, jacks, jinnies, | |
| and cattle, each | 5c |
| For sheep and hogs | 1c |
| For each foot passenger | 5c |

REDISCOVER SARATOGA



- Overnight Camping
- Boat Launching
- Super 350 Ft. Water Slide
- Kiddie Rides
- Two Warm Pools
- Shady Picnic Areas

**All Day
Pass
\$595**

Saratoga
HOT SPRINGS

**5 Miles
West of
Lehi**

Laney's Circus Video & Pizza

86 West Main Lehi, UT (801) 768-9481

Lehi's Entertainment Place

- Thousands of Videos and Games
- FREE Video Rental with purchase of 16" pizza
- Fresh, Hot Homemade Pizza

FAX Service ● Arcade ● Fundraisers

Section 2. Be it further ordained that any person crossing the above named bridge on a single animal faster than a walk, shall pay a fine of five dollars.

Any person driving a loose team faster than a walk, shall pay a fine of ten dollars.

Also, any person driving a team and wagon faster than a walk, shall pay a fine of fifteen dollars.¹²

1853...Toll Bridge Across the Jordan River. Sir Richard Burton, a noted British Adventurer crossed the Jordan using this bridge in 1858. He noted that it was a "rickety affair." and also complained that "if he had been a saint he could have crossed for half his fifty cent fare." William Ball was the toll keeper who collected Burton's fare. Ball was the toll keeper during the years of 1858 to 1863.

A ferry at Indian Ford was established in 1860, and was generally used by the pony express, the Overland Mail Stage Coaches and the transcontinental traffic going west to Carson City, Sacramento and San Francisco.

54 Redwood Road

Redwood Road was an alternate pioneer road to Southern Utah settlements. It was a shortcut in both time and distance for freighting wagons going south. A large hotel at Elberta became the stopover after traveling the long distance around the west side of Utah Lake.

55 Original Pony Express and Stage Coach Route to Fairfield (and on to Sacramento)

The original Pony Express Trail and the Overland Stage Coach Route crossed present day Highway 73 near where the old railroad grade crosses. Turn left on the first road that goes south after crossing Redwood Road. You are now traveling near the original routes.

56 Lehi Stage Coach Massacre

Complete story on the last two pages of the section on "Stage Coaches."

57 Dorton's Dugout Pony Express and Stage Coach Station

1858...Dorton's Dugout Pony Express and Overland Stage Coach Station. Joseph Dorton asked Bishop Evans for advice on establishing a station one-half way between Camp Floyd and Lehi. The advice he got was negative, but Dorton wanted out of being cooped up in the Lehi Fort and signed a contract for a station to be known as Seven Mile Station. He began construction of a rock home, a large barn and corral and a dugout for lodging travelers. At the station Dorton also operated a small store. He traded eggs, butter, pastries, beer and liquor to Camp Floyd Soldiers who daily traveled the Overland Road on military business. The troopers exchanged clothing for food and liquid refreshments. Water for the station was hauled from the Jordan River and the murky foul smelling stuff was sold for 25 cents per bucket. Dorton contracted for a well to be dug. After digging a dry well for 354 feet the idea was abandoned. Dorton's Dugout is shrouded in mystery and superstition. One time Porter Rockwell was driving a herd of wild mustangs through the area. At Dorton's Dugout, the horses all became sick and laid down. Rockwell told his help to slit the end of the tail of every horse, soak a straw in the blood and then combine the straws and burn them. In so doing, all the animals completely and immediately recovered and they were on their way to market in Lehi and Salt Lake. At

Porter Rockwell's Gunfight 57 With An Outlaw

another time, Porter Rockwell pursued an outlaw. He was told in Cedar Fort that the outlaw was headed towards Dorton's Dugout. Arriving, Rockwell knocked at the door and the door was opened by the outlaw who immediately pulled a six shooter and fired directly at Rockwell. An observer said that he could see the fire from the exploding gun powder enter Rockwell's chest from one side and exit the other. With an empty pistol and Rockwell still standing, the outlaw threw his gun on the ground and started running up the hill and away. Porter Rockwell sauntered to his buckboard, took his rifle and fired one shot at the fleeing outlaw. He dropped dead. Many of Rockwell's dead outlaws are said to be at the bottom of Dorton's Dry well. Rockwell felt the area was inhabited by evil influences and witches spirits. He avoided coming this way if at all possible. As for Dorton, he later abandoned his operation after the Pony Express and Stage Coaches quit running. He returned to Lehi where he became well known as Butcher Dorton.

Historic Lehi Where the Wild American West Still Is



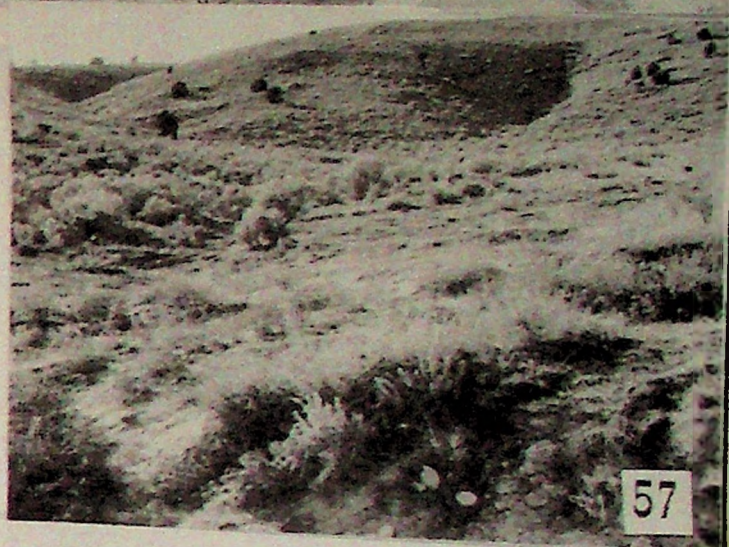
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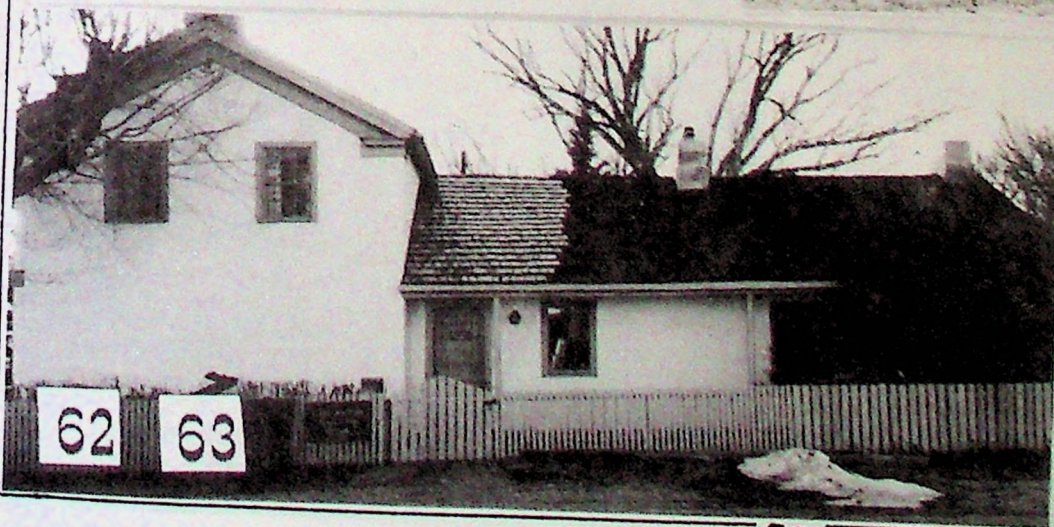
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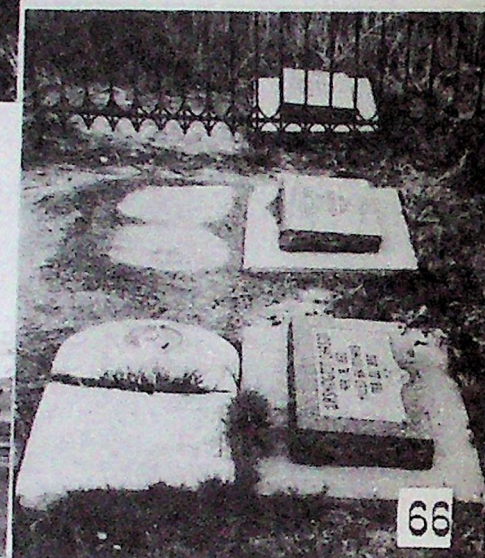


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58 United States- Mormon War 63 Stage Coach Inn

Refer to the section in this booklet on UNITED STATES-MORMON WAR.

See #62 CARSON FAMILY IN FAIRFIELD in this booklet.

Tintic Indian War

See #62 CARSON FAMILY

59 Stage Coaches

See section on STAGE COACHES in this booklet

64 Fairfield School

Visit the school. Check at the Stagecoach Inn for details

60 Pony Express

See section on the PONY EXPRESS in this booklet

65 Camp Floyd

In 1858, the United States Army established the largest military camp in the U.S. at Fairfield. Seven thousand people inhabited the community and nearly four hundred buildings were erected at Camp Floyd. For more detailed information, read the section on the United States—Mormon War in this booklet.

57 Porter Rockwell 61

See three page story on PORTER ROCKWELL in this booklet

66 Fairfield Cemeteries

Military cemetery is southwest of Town. Fairfield cemetery is west of Highway.

67 Pole Canyon

Pole Canyon. Bishop Allen sent his two sons into Pole Canyon for a load of poles. By nightfall, they had not returned. A group of men were sent into the canyon and found the bodies of the two sons brutally murdered. An Indian friend, Yan Tan, told Bishop Allen who had done the deed. The Indian responsible for the deaths of the Allen boys was hung from a bridge on the Jordan River in Salt Lake County.

68 Cedar Fort

See the Fort Wall west of Church.

69 West Canyon

\$5,000 Gold Coin

Payroll Stashed Here

West Canyon. In June of 1858, the United States Army camped in the north end of Cedar Valley at what is known as West Canyon. Here the army established temporary quarters before building the permanent camp at Fairfield. While encamped here, a military payroll of \$5,000 in gold coins arrived. An enlisted man stole the payroll, and stashed it in a safe hiding place. He was arrested and hung and buried in this area. The gold coins reportedly were never found.

62 Carson Family in Fairfield

The Carson Family and the Settlement of Fairfield. John Carson, a Pennsylvanian by birth, in 1855 arrived in this area with his four brothers and two other men (John Clegg and William Beardshall) and their families. The constructed a square fort about four rods in each direction. In 1858, John Carson built what is now known as "Stagecoach Inn." Travelers on their way to western mining camps, theatrical groups, coming and going to the great cities of Carson City, Sacramento, San Francisco, Denver, Chicago and New York, would stop here for meals and at times rest in the beds of the inn. The rich and the famous, the pony express riders and stagecoach drivers, the cattlemen, the ranchers, the miners, explorers, outlaws and church and government agents, all were a part of the mix that sat down to tables of delicious food and visited at Carson Inn. For an account of the Inn and the coming of the United States Army to Fairfield, pick up two brochures at the State Park office.

During the Indian uprisings of 1863, the Carson brothers became involved in conflicts with the Tintic Indians. About four miles to the southeast, the Carson brothers confronted Indians on their grazing fields. During the skirmish two of the Carsons were killed and are buried in the Fairfield Cemetery. Three men from the Lehi Militia were also killed when they came to battle the Indians.

Orrin Porter Rockwell

by his Great Great Grandson John Rockwell

Orrin Porter Rockwell was born June 28, 1813 in Belcher, Massachusetts. His parents were Orrin and Sara Witt Rockwell. The first Rockwell to come to America was William Rockwell in 1630. He sailed from England on the ship *John and Mary* and settled in what is now Windsor, Connecticut. The Rockwell family history can be traced to the first Viking settlers of Normandy in France in the early 800's A.D.. The leader of those Vikings was named Rolfe de Rocheville and he was the first "Rockwell."

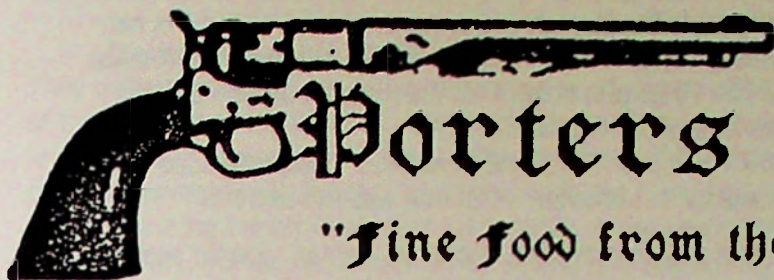
In 1817 Porter's family moved to Manchester, New York and there, like most families, started to farm. Two years later, in 1819, the family of Joseph Smith, Sr. moved to a farm just a mile from the Rockwell's. The two families became close friends. Although there were eight years difference in their ages, Joseph Smith, Jr. and Porter (Porter was younger) became close friends. One reason was that both boys walked with a limp. Joseph because of a operation on his leg and Porter because of a broken leg.

As Joseph Smith began his religious experiences that resulted in the founding of the Mormon religion, he would often visit the Rockwell family to teach them what he was learning as a result of those experiences. When Joseph was about to publish the Book of Mormon, Porter worked at odd jobs to earn money to help pay for its publication. When the Mormon Church was officially organized on April 6, 1830, Porter was at the meeting. At the meeting end Porter was one of the first to be baptized.

Persecution would soon cause Joseph to ask his followers to move to Kirtland, Ohio and make it the center of his young church. The Rockwell family was among the first to go. Upon arriving in Kirtland, the Rockwell's and others were asked by Joseph to move on to Jackson County, Missouri and establish the Church and their homes there. Within a few years, the Mormons again would be the victims of persecution. This time in Missouri. In the end they were forced to leave their homes and escape to Illinois. Joseph and other Church leaders were imprisoned so Porter remained behind to be near the young church leader. Eventually, Joseph and the others were allowed to escape. They made their way to Illinois where Joseph would begin to build the city of Nauvoo. All the time, Porter was at the Prophet's side. Porter had become Joseph's personal bodyguard.

At one time Porter and his wife returned to Independence, Missouri, so that she could be with her family when their newest child would be born. Because Porter was wanted for his role in the "Mormon War" in Missouri, he went by the name of James Brown. He got a job training horses for a local farmer. During this time in Independence, someone tried to kill the former Lt. Governor, Lilburn Boggs. (He was the one who issued the "Extermination Order" forcing the Mormons out of Missouri or be killed) Boggs did recover. Three months later, a warrant was issued naming Porter as the one who pulled the trigger and Joseph Smith as the one who ordered the killing. Porter always claimed his innocence. The physical evidence of the crime showed that Porter couldn't have been the triggerman. The gun that was used was a "pepperbox," made in Germany, and was of a large caliber. Whoever had loaded the gun, had used too much black powder and buckshot. When the gun went off, it was blown out of the gunman's hands. It was later found by the local sheriff. Porter knew enough about guns not to over load them! Porter, by now, had returned to Nauvoo. Both he and the Prophet had to go into hiding. Porter ended up in the East for about a year. Missing his family, Porter decided to return home.

In St. Louis Porter was seen by another Mormon, who, wanting the reward money, found the local sheriff, and told him that Porter was in town. Arrested, Porter was taken to Independence to stand trial. He would spend the next ten months in jail without a trial. Finally, due to lack of evidence, Porter was released from jail. Porter walked the 150 miles back to Nauvoo in the dead of winter. It took him eleven days.



Porters Place

"Fine Food from the Old West"

Steaks Specialty Drinks Sandwiches
Seafood Snelgrove Ice Cream Salad Bar

Robert and Porter Rockwell Trepanier

24 West Main, Lehi, Utah 768-8348

Richard Van Wagoner

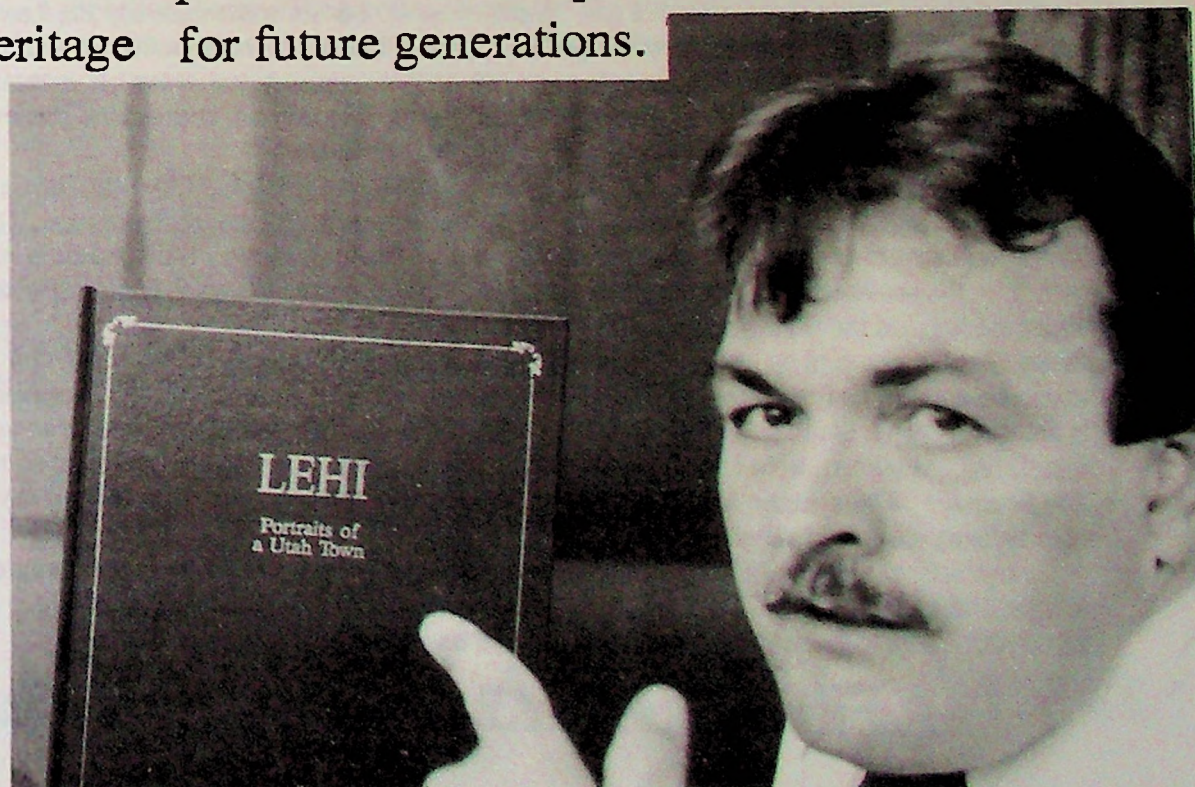
No other person in Lehi has preserved more Lehi history
and heritage for future generations.

Richard

We

Thank

You



Finally in Nauvoo, Porter met with the Prophet at his home (Joseph was having a Christmas party). After hearing Porter relate the story of his arrest and imprisonment, the Prophet was so moved that he gave Porter a blessing, promising that he would never be harmed (by bullet or blade) as long as he was faithful to the Church and as long as he never cut his hair or beard. From then on, Porter kept his hair long. One time he did cut his hair and had it made into a wig for the widow of Don Carlos Smith (youngest brother of the Prophet Joseph Smith). The poor widow had lost all of her hair as a result of typhoid fever.

Again, persecution would plague the Mormons. This time in Nauvoo, Joseph decided to leave Nauvoo and go west to find a new home for his church. With him was Hyrum, his brother, Dr. Willard Richards, an apostle of the Church, and, of course, Porter. Porter was asked to return to Nauvoo for horses and provisions. He took with him a letter from Joseph to give to the Prophet's wife, Emma. Porter returned to Joseph in Iowa with a letter from Emma Reynolds Cahoon was sent by Emma with Porter. It was Cahoon who chided the Prophet for leaving the saints. Porter then remembered the letter from Emma. No one knows what was in the letter, but when he had finished reading it, Joseph turned to Porter and asked what he should do. Porter replied saying, "Joseph, you know what's best. You make your bed and I'll lie in it for you!" Joseph then turned to Hyrum for advice and it was Hyrum who suggested that they return to Nauvoo and face the charges against them for the destruction of a newspaper press, *The Nauvoo Expositor*. Walking down to the Mississippi River to a boat that would carry them back to Nauvoo, Porter and Joseph began to lag behind the others. Hyrum shouted to Joseph to hurry. Turning to Porter, Joseph said, "Why should I hurry? I'm going to my death!" You can imagine how Porter felt hearing this from the Prophet. In the end, Joseph was arrested, jailed, and murdered. Porter's only known words concerning the death of his friend were, "They've killed the only friend I ever had." Brigham Young would now lead the Church west to find a new home. Porter followed, thinking that it was what Joseph would want him to do.

Before leaving for the West with Brigham, Porter returned to Nauvoo to face a murder charge. He had killed Frank Worrel during a mob attack. Worrel was the leader of the Carthage Grays, the ones who were supposed to protect Joseph when he was in Carthage jail. Again, he was found innocent; the ruling was self defence.

When the first group of saints left for their new home in the West, Porter was the scout and hunter for the group. His days were spent finding the route for the wagon train, hunting for food, and looking for lost or stolen horses. At one time, six horses were stolen by the Pawnee. Porter and three other men were sent to get them back. Finding the Indians, Porter and the others were attacked by over a dozen braves on horseback. You can guess whose horse the Indians were on! To save the men with him, Porter, with guns in hand, charged the Indians and sent them scattering. The Indians had a healthy respect for bravery.

Being the scout for the wagon train, Porter could have been the first to enter the Salt Lake Valley. When Brigham and the rest of the saints arrived in the valley on July 24, 1847, Porter was sent to explore the surrounding area and the nearby valleys. The purpose was to report on the possibility of settling in these other places. Before fall came, Porter was sent back East to guide the next group of saints to the Salt Lake Valley. When he returned to the valley, Porter was sent on several missions for the church, not to preach, but to serve in other ways. He and George Bean were sent to the Indians to make peace treaties. Porter was also sent to Southern California to buy cattle and other animals for the church. At one time he and an apostle, Amasa Lyman, went to Sacramento, California, to see the saints who had sailed on the ship *The Brooklyn*. Their leader was Samuel Brannan. Porter stayed in California during the gold rush before returning to Utah.

In the first election in Utah, Porter was elected Deputy Marshall, an office he would hold for the rest of his life. The rest of his life in Utah was centered around his family, church duties, his several businesses, and hunting down outlaws.

Rockwell Elected Utah's First Deputy Sheriff

17 Children, Four Wives, But Not a Polygamist

Though never a polygamist, Porter married four times. His first wife was Luanna Bebee. They were married at age 19 in Independence, Missouri. She eventually divorced Porter because of his devotion to the Prophet Joseph and because of something to do with polygamy. His second wife was only known as Mrs Davis. She was "sealed" to Porter in the Nauvoo Temple. Mrs Davis never came west with Porter. His third wife was Mary Ann Neff. They were married in Utah. She died during the birth of their sixth child. A few years later, Porter married Christina Olsen. In all, Porter had fifteen children and two adopted Indian children. His last child, Ida May, was born four months after Porter died of a heart attack at age 65.

Porter was a successful businessman. He owned several ranches. The two best known were the Cherry Creek ranch near the Little Sahara Sand Dunes and the one at Government Creek, at the southern end of Skull Valley. On his ranches he raised cattle and horses. He also owned an inn at the southern end of the Salt Lake Valley, at the Point of the Mountain. One of his several businesses was the Colorado Stables on State Street just a few blocks south of Temple Square.

When Johnston's Army was sent to Utah to put down the Mormon rebellion (a rebellion that never existed), it was Porter, with two other men, who brought the news to Brigham Young.

During the Mormon War, Porter led a group of 50 men in harassing the troupes. Due to Porter's efforts, and those of men like him, the army was prevented from entering the Salt Lake Valley until a peace agreement was arranged. Ironically, several years later Porter would serve as a guide for Col. Conner and his soldiers against the Shoshonee at the Bear River Massacre.

Thanks to Eastern magazines, dime novels, and newspapers of his era, Porter is mostly remembered as a gunman. Most of those stories played upon Porter's image as "Chief of the Danites" and "Brigham's Destroying Angel." Neither of these titles really applied to Porter. It is true that he had killed men in gunfights. However, in each case it was in self-defense, or in his role as an officer of the law, or in war (Porter was an officer in the Nauvoo Legion). The truth is, Porter was a friend to all. Whether gentile or Mormon, those who knew him had a great deal of respect for Porter. Whenever there was a wrong to be corrected, Porter was there. He was the one who was willing to step in between the good citizens of Utah and those who would harm them. Those who would say different, are only digging up and repeating the old anti-Mormon legends of Porter as "The Destroying Angel".

Room to Explore
and Find
the American West

United States Mormon War

Why Did the Army Come to Utah in 1858

The Mormon Pioneer Relationships with the United States Army were varied. In 1846, the migrating camps of Mormons then scattered across the plains of Iowa volunteered 500 men and boys to make the longest military campaign in United States military history. The Mormon Battalion secured for the United States during the War with Mexico all of the present states of California, Arizona, Nevada, Utah, and parts of Colorado and New Mexico. The United States government paid these volunteers seven dollars per month and the cost of a regular clothing allowance.

Yet just a short decade later, the United States sent to the Utah Territory the largest military detachment then in existence to quell the rebellious Mormons. With orders issued from the War Department on May 28, 1857, President James Buchanan sent to Utah over 2,500 armed men. Bancroft said: "It is probable that no expedition was ever dispatched by the United States better equipped and provisioned than was the army of Utah." It has also been said that this military expedition to Utah was probably the greatest military blunder in United States history.

Reasons

The reasons for the United States Army coming to Utah are many and varied. Federal Court Judges had reported to the U.S. Attorney General that "the civil laws or the territory were overshadowed and neutralized by the so-styled ecclesiastical organization, as despotic, dangerous and damnable as ever existed." There were disputes over government contracts for hauling mail in the Utah territory. The freighting firm of Waddell, Russell and Majors knew that if an army could be sent to Utah, they would be in line to receive those freighting contracts. The contract for delivering four alone to the Utah Army in one year alone was \$175,000. Or was the sending of the Army to Utah a Southern strategy to diffuse the impending Civil War confrontations? The celebrated general Albert Sydney Johnston who brought the army to Utah left the army in Utah and returned to the east and became a key confederate general in the Civil War.

Secret Preparations

Secret preparations were made early in 1857 for supplying the army that was to be sent to Utah. Mormon mail carriers arriving in Independence, Missouri in February, 1857, heard that William H. Russell was seeking contracts for moving huge military supply trains to Utah. On their rapid return to Utah the mail carriers encountered large military

supply trains and military detachments east of Ft. Laramie. Here the Mormon mail carriers met Porter Rockwell carrying mail east.

They returned to Utah arriving on the evening of July 23, and found the Salt Lake settlement with few inhabitants. Two thousand five hundred of the saints had gone to Silver Lake Flat in Big Cottonwood Canyon to celebrate the tenth anniversary of the arrival of the pioneers in Salt Lake. Porter Rockwell, Judson Stoddard and Elias Smith arrived at the celebration the next day. Their first view of the celebration was the Stars and Stripes unfurled from two lofty peaks and some of the tallest trees.

Decisions

The decisions of the Mormon leadership were that should the U.S. Army engage in military action against the Mormons that they would find nothing but desolate burned settlements and that the movement of the Army to Utah would be slowed by every means possible except the taking of lives. Daniel H. Wells of the Utah Militia was in charge of seeing that the movement of the army was delayed.

The U.S. sent a Captain Van Vleit ahead of the army to determine if there would be fuel and forage available for the army when it arrived in Utah. He was told that there was plenty of both but neither would be sold to the invading army.

Meanwhile the supply trains were heading towards Utah in the late summer of 1857 and were crossing the dry grassy plains of western Wyoming. Lieutenant Wells of the Nauvoo Legion had made preparations for guerilla warfare. Under his direction Lot Smith commanded a detachment to burn the wagon trains in Wyoming. The captain of one wagon train was a Captain Simpson, a son-in-law of Mr. Majors of the Waddell Russell and Majors Freighting Company. Lot Smith met Captain Majors about one half mile ahead of the supply train. As they rode towards the supply train this is Lot Smith's account:

After disarming the teamster the major rode out and met the captain whose name was Simpson, about half a mile from the train. "I told him," says Smith's narrative, "that I came on business. He inquired the nature of it, when I demanded his pistols. He replied: 'By G—d, sir, no man ever took them yet, and if you think you can, without killing me, try it.' We were all the time riding towards the train, with our noses about as close together as two Scotch terriers would have held theirs—his eyes flashing fire; I couldn't see mine—I told him that I admired a brave man, but that I did not like blood—you insist on my killing you, which will only take a minute, but I don't want to do it. We had by this time reached the train.

He, seeing that his men were under guard, surrendered, saying: 'I see you have me at a disadvantage, my men being disarmed.' I replied that I didn't need the advantage and asked him what he would do if we should give them their arms. 'I'll fight you!' 'Then,' said I, 'We know something about that too—take up your arms!' His men exclaimed, 'Not by a d—n sight! We came out here to whack bulls, not to fight.' 'What do you say to that, Simpson?' I asked. 'Damnation,' he replied, grinding his teeth in the most violent manner. 'If I had been here before and they had refused to fight, I would have killed every man of them.'"

"Captain Simpson was the bravest man I met during the campaign. He was a son-in-law of Mr. Majors, a large contractor for government freighting. He was terribly exercised over the capture of his train, and wanted to know what kind of a report he could make to the commander, and what he could do with his crowd of cowardly teamsters left on the plains to starve. I told him that I would give him a wagon loaded with provisions. 'You will give me two. I know it by your looks.' I told them to hurry up and get their things out, and take their two wagons for we wanted to go on. Simpson begged me not to burn the train while he was in sight, and said that it would ruin his reputation as a wagon master. I told him not to be squeamish, that the trains burned very nicely. I had seen them before, and that we hadn't time to be ceremonious. We then supplied ourselves with provisions, set the wagons afire, and rode on about two miles from the stream to rest."

The amount of property destroyed in burning these seventy-four wagons was considerable, and appears in detail in Commissary Clarke's report in the *House Documents* of the 35th Congress." The action of Major Smith received high commendation from General Wells, and he was urged to continue his attacks upon the trains: to keep the enemy under arms by night surprises and thus wear them out. "May the Lord God of Israel bless you," said General Wells' letter, and "help you to hedge up the way of our enemies and cause them to leave the territory."

The amount of property destroyed in burning these seventy four wagons was considerable: 2,720 pounds of ham, 92,700 pounds of bacon, 167,900 pounds of flour, 270 bushels of beans, 8,580 pounds of Rio coffee, 330 pounds of Java coffee, 1,400 pounds of crushed sugar, 2,970 gallons vinegar, 800 pounds sperm candles, 13,333 pounds of soap, 84 gallons molasses, 134 bushels dried peaches, 68,832 rations of dessicated vegetables, 705 pounds tea, 7,781 pounds of hard bread. (from Russell and Waddells list of supplies burned by the Mormons on October 4, 1857.)

Despite the loss of such amounts of food in late October, the men felt relieved that they were only fifteen miles from Fort Bridger. There they could find some measure

For Whose Sake?

Calling for the commander, a Mr. Dawson answered, to whom Major Smith explained his intention of burning the train, but informed him that the men might take from the wagons their private property if they would do so quickly. "For God's sake," said Captain Dawson, "don't burn the trains!" "It is for his sake that I am going to burn them," replied Major Smith coolly.

Lot Smith Burns U.S. Wagon Trains

of relief from the impending cold winter ahead. What do you think they found at Fort Bridger?...ASHES...

The army abandoned their plans for entering the Salt Lake Valley that fall and spent the winter at Black's Fork in Wyoming. In the spring of 1858, they continued on towards Salt Lake. At Echo Canyon they were harrassed by the Mormons again. At night, a few Mormon militia would build fires at distant intervals along the canyon walls. They were a noisy bunch and would alternate from one fire to another making the army below think they were surrounded by thousands of armed militia.

On June 26, 1858, the army, entered Salt Lake Valley by way of Emigration Canyon, passed through the city and camped near where 21st South and Redwood Road now is.

Their movement through Salt Lake Valley was a sight to behold. Only a few men and boys holding unlit torches were visible. The inhabitants were gone. When asked where? ...the answer was "to the south." The army men took that to mean the Mormons had escaped to Mexican Territory and that they had won the war without firing a shot. The inhabitants had really gone south to the other settlements, and mountain canyons for safety and the men with unlit torches were there only to burn every home in the valley if the army did anything in the way of battle.

After spending three days in Salt Lake Valley the army moved to Cedar Valley and established temporary headquarters near West Canyon. The monthly payroll arrived while at West Canyon and consisted of \$5,000 in gold coins. An enlisted soldier stole the payroll and hid it somewhere near West Canyon. The soldier was caught, tried, hanged and buried, but the \$5,000 in gold coins has never been found.

Plans were made to establish a permanent camp on a much larger stream at Fairfield. This army consisted of some 3,500 or more officers and enlisted men and civilian employees.--cavalry, artillery, , infantry, supply trains, engineers, engineers, bands and ambulane corps. There were 586 horses, 500 wagons and 3,000 mules. The army orders

While Smith's command was burning the first train a guard from the second came up to see what was going on. He was ordered to give no alarm. Shortly afterwards, and taking Captain Dawson with him to the second train. Major Smith proceeded to set fire to it. Then ordering the train men to make no attempt to put out the fires he rode away leaving both trains ablaze." Fifty-one wagons and their contents were completely destroyed in this first burning.

contemplated an officer and enlisted personnel of 5,606 men to be put in the field. (Talk by Harold Fabian.)

The quantities of supplies and provisions for a post of that kind (it was the largest troop concentration then in the United States---1,000 miles from its base in Fort Leavenworth, Kansas and 1,300 miles from St. Joseph, Missouri.) The firm of Russell, Majors and Wadell (of Pony Express and Stagecoach fame) were ordered to transport 16,000,000 pounds of freight. This required an increase in their equipment to 3,500 wagons, more than 40,000 oxen, 1,000 mules and over 4,000 men. (Fabian)

During the summer of 1858, nearly 400 buildings were erected south of Fairfield Creek. On November 9th, the completion of the camp was celebrated with a full military dress review with bands playing the Stars Spangled Banner as the flag was hoisted on the post flagpole. The camp was named Camp Floyd in honor of the then U.S. Secretary of War. (Fabian)

Overnight, Fairfield became one of those typical hell-roaring, wild places of the West, and with Camp Floyd, soon the population of some 7,000 or more people. The population of Salt Lake at the time was 15,000. Along with tradespeople, artisans and mechanics, came a civilian riff raff of saloon keepers (there were 17 saloons in the town), gamblers, women, slickers, thieves and robbers--all attracted there by the Army payroll, which was about the only actual money in the Rocky Mountain West. (Fabian)

In 1860, the U.S. Army's attention focused on the impending Civil War. General Johnston was transferred east and only ten companies of troops were to remain at Camp Floyd. The new commander, Colonel St. George Cooke, changed the name to Fort Crittenden.

UTAH LAKE STATE PARK

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At Utah Lake you can fish for white bass, walleye, catfish, and yellow perch in Utah's largest fresh water lake. Or you can canoe and kayak in the adjacent Provo River, also a prime fishery. An olympic-size ice rink hosts ice skaters from December through March.

Utah Lake State Park is five miles west of Provo just off Interstate 15. Facilities include four boat launching ramps, sheltered thirty-acre marina, seventy-eight seasonal/transient boat slips, modern rest rooms, showers, seventy-one campsites, handicap fishing area, and sewage disposal and fish cleaning stations.

Back to Fort Leavenworth

On May 17, 1961, the army was ordered back to Fort Leavenworth, and on July 27, they departed, leaving in a military cemetery the dead bodies of 84 officers, enlisted men and civilian employees--none of which had died from battle with the Mormons. Some \$4,000,000 worth of surplus supplies were sold at auction (to the Mormon Church) for \$100,000. Buildings were burned and piles of ammunition went up in smoke.

Most of the history of the U.S. War with the Mormons occurred before the days of the Stage Coach or the Pony Express. It was the Senior Engineer Officer, Captain Simpson, while stationed at Camp Floyd, who laid out the Overland Stage Route from Salt Lake City to San Francisco.

Folklore

Lot Smith had a feisty temper. Brigham Young once told Lot Smith, "If you do not learn to control your temper, you will die with your boots on." Years later, Lot Smith homesteaded a large ranch near Tuba City, Arizona. One day he found Indians in his fields, feeding their animals and harrassing his animals. The fiesty Lot challenged the Indians and in the skirmish he was mortally wounded with several arrows. His last physical effort in this life was riding his horse to the door of his home, loudly calling to his wife to come outside and remove the boots from his feet. There he died but not with his boots on.

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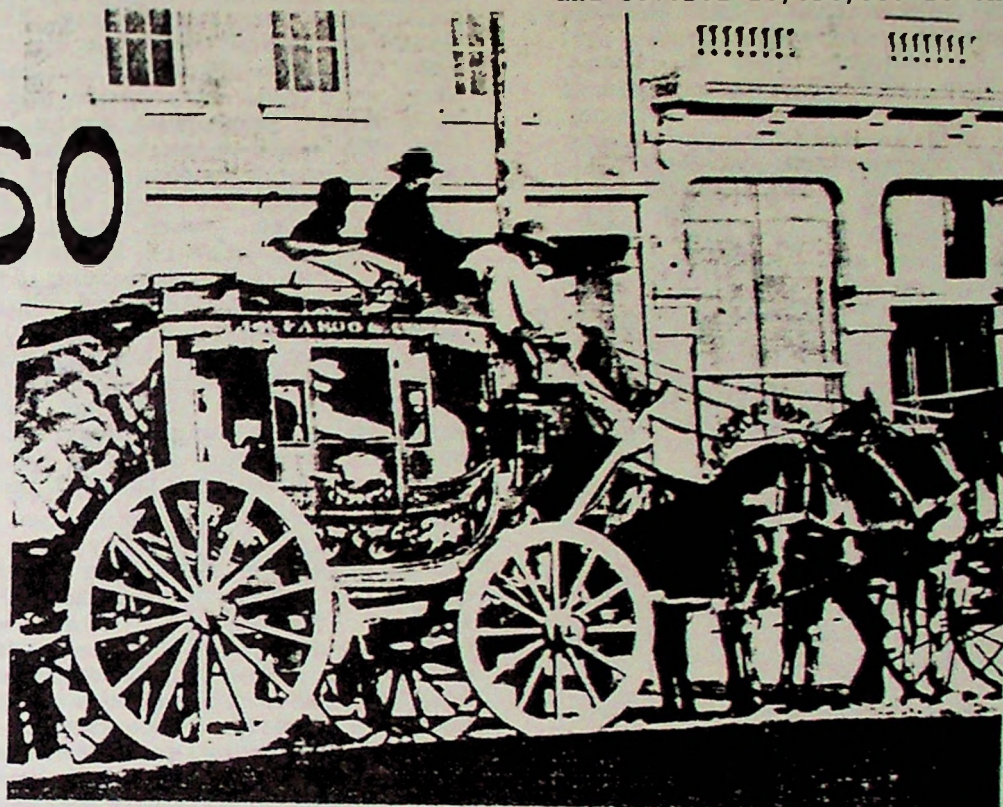
This former military post quartered the largest troop concentration in the United States from 1858 to 1861. About 400 bulidings housed the 5,600 troops sent West to suppress an assumed Mormon rebellion. The troops returned East in 1861 for Civil War duty. Only a cemetery remains as silent evidence of turbulent Camp Floyd.

Nearby Stagecoach Inn was an overnight stop on the historic overland stage and pony express route. A two-story adobe and frame hotel has been restored with original period furnishings. It is open daily from Easter weekend through October 31. The park is located twenty-five miles southwest of Lehi on State Route 73.

Stage Coaches 1860

Compare With UTA

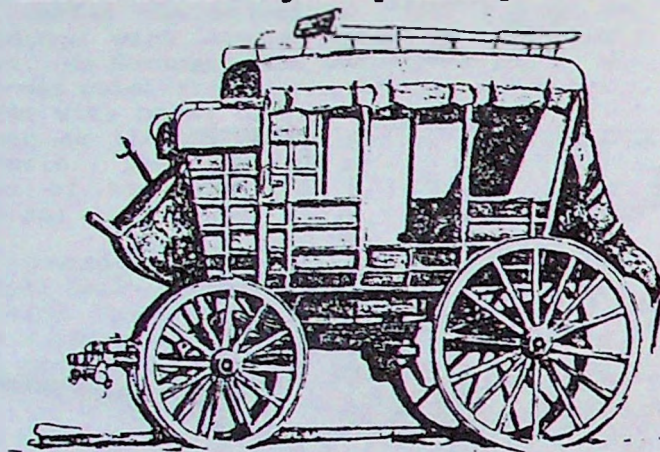
In 1863 the vast Overland Stage Line, owned by Ben Holladay, operated over 3,000 miles of stage coach and freight lines east of Salt Lake City. It employed over 15,000 people, owned 20,000 vehicles and stocked 150,000 draft animals. The Utah Transit Authority in 1993 has 1,100 employees, operates 482 buses (329 on the road at peak times) and operates on 1,700 miles of routes. In 1992 UTA carried 22,650,000 passengers and covered 14,654,000 revenue miles.



Historical Tid-Bits About Overland Mail and Stage Coaches in the Wild American West... Henry Wells in 1841 defied government contracts of delivering mail east of Buffalo New York by delivering letters on horseback for five cents per letter. He was intercepted by federal agents regularly, but local citizens prevented the government from stopping his deliveries. In 1845 he invited William Fargo to join him in delivering mail west of Buffalo. In 1850 these two men were instrumental in joining with others in organizing the American Express Company in California and by 1859 that company was carrying \$59,884,000 in gold per year. In 1852, the Wells Fargo Company was organized...Ben Holladay became a significant stage coach baron by supplying the United States Army with supplies from the east to the army's headquarters in Santa Fe during the Mexican American War. When that war was over, Holladay purchased \$70,000 in surplus goods, took them by wagon train to Salt Lake City and made a good profit by selling supplies to the Mormons. In

1850 he drove a large herd of cattle to the Sacramento, California area, fattened them and sold them to the Pacific Steamship Company for a handsome profit. Holladay purchased stock in steamship companies and established himself as a key operator of stage coach operations in frontier America. At one time he owned over 5,000 miles of stage coach operations...In 1858 John Butterfield established the first overland mail route from St. Louis to San Francisco by way of El Paso, Texas...In 1861 the Central Route, through Denver, Salt Lake City, and Carson City, became the official U.S. Government mail contract route to California. The initial contract was for \$1,000,000 per year and the first stage left St. Joseph on July 1, arriving in San Francisco on July 18...In 1862 Holladay picked up the contract for the Central Route. In 1864 the contract called for delivering mail daily across 1983 miles to 155 post offices. During the eight summer months the complete route was to be covered in 19 days with 23 days allowed for the four winter

months...At times in winter, sleighs were used to traverse high mountain routes...Holladay was a most particular manager of his operations. He made it a point to personally ride over every major route of his operations every year. In 1866 Holladay disposed of his stage coach routes and they then became known as Wells Fargo and Company. Between 1866 and 1869, the railroads coming from the east and the west dramatically shortened the distance needed for stage coaches. With the joining of the rails at Promontory, Utah, on May 10, 1869, the stage coach operations in frontier America became legendary history.



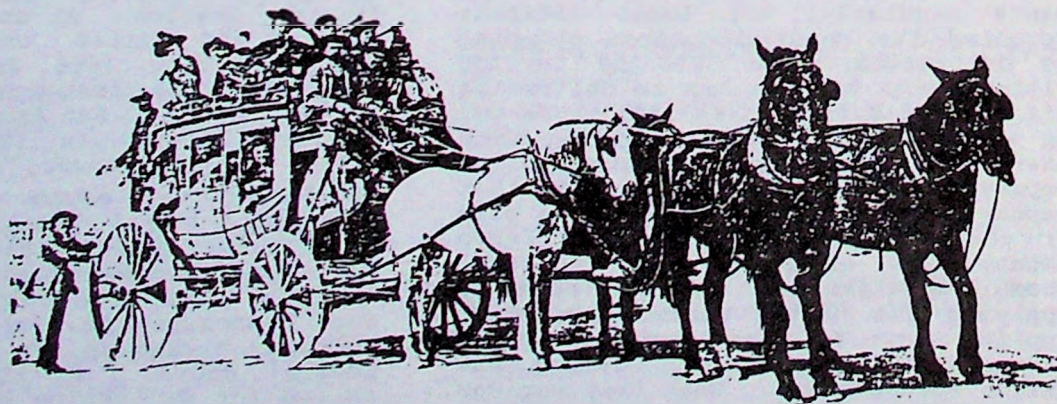
Mud wagon or stage wagon

Administration and Positions in the Overland Stage Coach Operations

The Overland Stage operations were divided into three operations. The first division covered the route from Atchison, Kansas to Denver. The second from Denver to Salt Lake and the third from Salt Lake to Placerville, California. There was a general superintendent over each division. These three divisions were divided into segments of about 200 miles each, each supervised by division agent.

Passengers were transported over each 200 mile segment under the direct responsibility of a conductor. He stayed with the coach the full 200 miles and had no rest or sleep except as he dozed by the side of the driver.

The driver of the coaches was the most important and interesting character of Stage Coach travel. Most of them were experienced in their duties having worked for several years in dozens of different states and territories. "They were warm hearted, kind and obliging. When mounted with four to six horses in hand they found it unprofessional to talk or else they were too absorbed in their business. They were fond of tobacco and whiskey and rolled out ponderous oaths, when things did not suit them." (Ruskin). The drivers would travel 50 to 60 miles in one direction one day, and reverse their path the next. Mark Twain observed "the hostlers and station keepers treated the really powerful conductor of the coach merely with the best of what was their idea of civility, but the driver was the only being they bowed down to and worshipped. How admirably they would gaze at him in his high seat as he gloved himself with lingering deliberation, while some happy hostler held the bunch of reins aloft and waited patiently for him to take it. And how they would bombard him with glorifying ejaculations as he cracked his long whip and went careering away. "Nearly every driver fairly worshipped his whip, and considered it worth almost its weight in gold. He hated to lend it even to his most intimate friend or to a companion driver. Some had the stocks ornamented with silver ferrules. Some drivers were so expert in handling their whips that they could sit in their seats and pick a fly off a lead horse with the lash, while going at a lively trot. (Root and Connelley)



Lehi Residents Ride a Stage Coach

The Stations and Eating Places

Stations were established every 10 to 15 miles. Every fifty or so miles a "home station" was established where the driver's route ended and the passengers could obtain meals. Meals usually cost from 25 cents to two dollars each. The station buildings were long, low huts made of sun dried mud bricks. The nearly flat roofs were thatched and sodded or covered with a thick layer of earth. Mark Twain said: "and from this sprung a pretty rank growth of weeds and grass. It was the first time we had ever seen a man's front yard on top of his house." The station buildings had a barn or stable for 12 to 15 horses and a hut where passengers ate. In this hut were bunks for two or more persons. There was no floor except hard packed ground...no shelves, no cupboards, no closets...no stoves, except a possible fireplace for cooking. An open sack of flour, coffee and tea pots, salt and a side of bacon were minimal pantry supplies.

"The table was a greasy board on stilts, and the tablecloth and napkins had not come--and they were not looking for them neither." (Mark Twain)

Each station consumed from forty to eighty tons of hay annually, and it took about one half million dollars of grain to feed the horses per year on the total system.

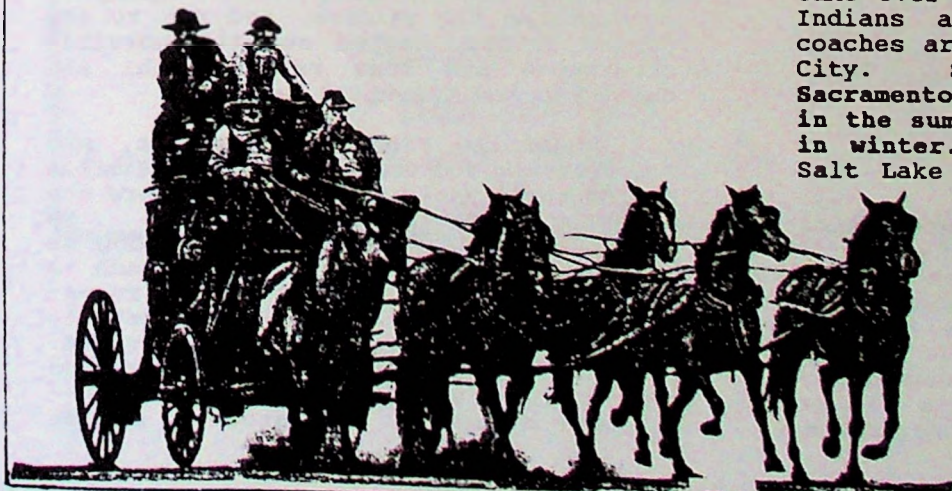
The Mail and Passenger Coaches

The daily allotment of mail per coach was two bags to San Francisco, one or two to Sacramento, one each to Virginia City and Carson City, Nevada. one or two to Salt Lake City, and two to Denver. Two or three bags were used for delivering and gathering mail along the route. The Passenger Coaches were usually Concord Coaches manufactured in New Hampshire and were constructed to hold inside up to nine passengers on three bench seats, front, back and center, the center seat having no backrest. Additional seats could be used on the front of the open top deck (above the driver and conductor seats) and another seat facing the rear

on the top deck. It was possible to carry 15 to 17 passengers per coach. The coaches cost around \$1,000 to \$1,400 each depending on equipment ordered. The body or coach was suspended on leather straps (layers about three inches thick) which took the place of metal springs and allowed the coach to swing from front to back. Passengers would usually continue on the same coach for the full trip, stopping only to change horses and to eat. Riding continuously for twenty days in a crowded coach presented some problems. "A through ticket and fifteen inches of seat, with a fat man on one side, and a widow on the other, a baby sitting on your lap, a bandbox over your head, and three or four persons immediately in front, leaning against your knee, makes a picture as swell as your sleeping place for the trip." (Barnes) Some passengers would take straw and cover the top of the coach, place their blankets on the straw and tied themselves to the coach by ropes and got some good sleep. Other private parties would charter a coach for two to six people, lay in store supplies not available on the route and would bring along air filled pillows and endure a thoroughly enjoyable trip.

1863 Fares and Schedules Fares from Atchison:

To Denver...\$75, To Salt Lake City...\$150, To Placerville...\$225. In 1865 the fares increased to \$175 to Denver, and \$350 to Salt Lake City. By 1866 the fare from Ft. Kearney to Denver was \$150, to Salt Lake City \$300, to Nevada \$450 and to California, \$500. After 1866, fares decreased to the 1863 rates due to increasing competition resulting from rapid progress of rail construction. Baggage was limited to 25 pounds with excess weight costing \$1.50 per pound. Meals were fifty cents to two dollars. Passengers took precedence over mail pouches. A Mr. Barnes in Denver writes that "in June 1865 he had seen stages pass here loaded with people and not carry a pound of mail, while perhaps two weeks' mail, or more lay heaped in the office." At other times, mail would take over the coaches. Due to storms, Indians and other delays, five mail coaches arrived in one day in Salt Lake City. Schedules from Atchison to Sacramento was to be completed in 19 days in the summer and not more than 23 days in winter. The daily coach west left Salt Lake City each day at 1:00 p.m.



Stage Coach Fares and Schedules

400 Indians Killed in One Massacre

Indian Massacres

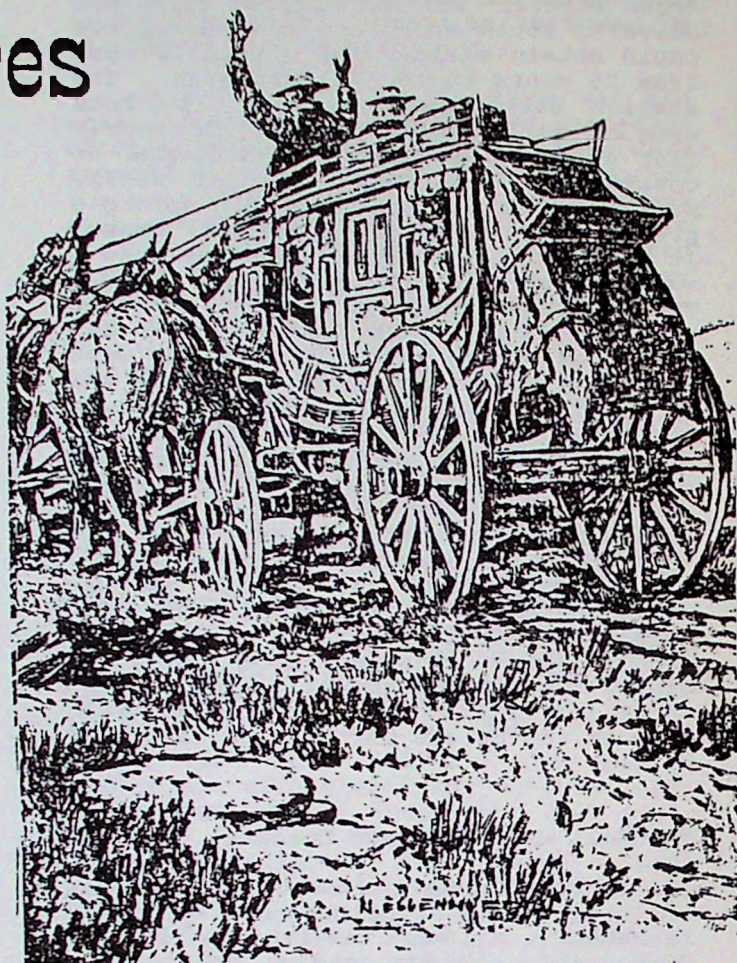
Indian Battles Against Stage Coach Companies

In order to protect the stage coach routes from Salt Lake City to Montana, 300 soldiers from Fort Douglas, Utah, in the command of Colonel Patrick Conner raided a large Shoshone/Bannock village in the Bear River Valley of southern Idaho on January 29, 1863. Four hundred men, women and children were killed. Some of the Indians who escaped the massacre fled to Ibapah (west of Lehi in Skull Valley). The renegade Indians stirred the local Goshutes and Pahvant-Utes into an uprising known as the **Goshute War of 1863**--a series of attacks on Overland Mail Company stations and coaches...On March 22, 1863, the Eight Mile Station was raided and three men killed...The Willow Springs, Boyd's, and Faust Stations were attacked within weeks, with the loss of nearly a dozen lives...On April 1, troopers from Camp Douglas engaged a party of Goshutes just north of Cedar Fort and defeated the Indians...The Indians sought full **revenge**...and the first to suffer was an overland driver W.R. Simpson who was shot by a sniper as he drove through Overland Canyon on May 19. (Richard Van Wagoner)

LEHI STAGE COACH MASSACRE, JUNE 10, 1863

Driver Wood Reynolds and express manager Thomas O'Shonnison, met their deaths west of Lehi on June 10. On the previous day, driver Frederick Scarlett left Porter Rockwell's station at the Point of the Mountain driving an empty coach to Fairfield. Normally the coaches were ferried across the Jordan River at Indian Ford, but the ferry boat had sunk during high winds the previous day. Scarlet drove three miles farther south to the Lehi-Jordan Bridge. Here Caroline Ball, wife of the toll keeper, warned Scarlett that Indians had told her they were going to attack a stagecoach. The nervous Scarlett drove to Fairfield, saw nothing unusual, and apparently did not report the warning to the station keeper.

At 7:00 a.m. the following morning Reynolds and O'Shonnison rolled eastward towards Lehi. As the mail coach rounded the hill near the junction of Highway 73 and the Old Fairfield Road, a band of about 25 Indians who had been hiding in the Big Wash ambushed the unsuspecting driver. Though the mail coach's horses were superior to the Indian ponies, three



of the animals were shot, forcing the coach to stop about one-fourth mile off the road. Reynolds, a young tough who had assaulted Utah Governor John Dawson the previous January, stood behind one of the horses and began to fire rapidly. Despite his gallant efforts, both he and O'Shonnison were quickly cut down.

Twelve year old herdsman George Kirkham, atop a knoll just west of the River Jordan mink and Silver Fox Farm, witnessed the speeding coach trying to outdistance the raiders, and ran to the Jordan Bridge, gasped out the horrible occurrence and then ran to Lehi and delivered the frightful news.

Meanwhile Frederick Scarlett, who was trailing two horses about three miles behind the Reynold's coach, had heard the gunshots and raced on ahead. He encountered massive amounts of blood on the road before seeing the coach a quarter a mile away. Presuming a run-away, Scarlett rode over to the vehicle and was stunned by what he discovered. There lay the bodies of the two murdered men, one on each side of the coach--stripped naked and mutilated in a most

horrid manner, pierced with balls, arrows and spears, cut with knives and scalped in an unusual way, as the hairy part of their head had been literally flayed. Both men had their hearts ripped out and presumably eaten--a Goshute custom after killing brave men in battle.

Seeing a horseman on a distant hill, Scarlet, fearing the Indians had returned, mounted his horse and headed back to Fairfield. Encountering another rider both men returned to the site of the carnage where they were joined by a third man. The bodies of the two Overland employees were loaded into the coach along with all the scattered mail. Scarlett's two horses were hitched to the battered stage and conveyed to Rockwell's Station and then on to Salt Lake City.

The Indian raiding party had ridden south, where they encountered William Ball west of Utah Lake. They had no quarrel with the bridge toll keeper, proudly showing Ball the scalps, bugle

Riding into Oblivion

and other plunder from the stagecoach. They then rode south to a salt works seven miles northeast of Nephi. There they encountered Richard Jenkins, Thomas Booth, and a Mister Salisbury who were working a mine. They were not harmed, although the marauders also showed them the scalps before riding into oblivion toward the east mountains.

A Treaty of Peace and Friendship between the Shoshone Goshutes and the United States Government was made near Tooele on Oct 12, 1863. This agreement which ended Indian hostilities in the area, was ratified by Congress in 1864 and signed into law by Abraham Lincoln on January 17, 1865. A Goshute reservation was ultimately established in Skull Valley. (Richard Van Wagoner)



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Western Utah



Pony Express The Oath of Employment

"I _____ do hereby swear, before the great and living God, that during my engagement, and while I am an employee of Russell, Majors & Waddell, I will, under no circumstances, use profane language. I will drink no intoxicating liquors; that I will not quarrel or fight with any other employee of the firm, and that in every respect, I will conduct myself honestly, faithful to my duties, and so direct my acts as to win the confidence of my employers. So help me God."

THE PONY EXPRESS

"Here he comes!"

"Every neck is stretched further, and every eye strained wider. Away across the endless dead level of the prairie a black speck appears against the sky, and it is plain that it moves. Well, I should think so! In a second or two it becomes a horse and rider, rising nearer—growing more and more defined—nearer and nearer, and the flutter of hoofs comes faintly to the ear—another instant a whoop and a hurrah from our own upper deck, a wave of the rider's hand, but no reply, and a man and horse burst past our excited faces, and go winging away like a belated fragment of a storm!"

As Mark Twain described the coming of the Pony Express rider in *Roughing It*, perhaps no other single historical event in the settling of the American west had as much dramatic impact as the "... pony rider mail service." In spite of its brief life (April, 1860—October 1861) the Pony Express enjoys lasting fame in the American cultural heritage.

THE STATIONS

In October, 1860, Sir Richard Burton, a noted English explorer, traveled by coach along the Pony route. He described most of the stations as "wretched places". He describes Sand Springs . . . "Sand Springs deserves its name . . . Behind the house stood a mound shaped like the contents of an hour glass . . . The water near this vile hole was thick and stale with sulphury salts . . . The station house was no unfit object in such a scene, roofless and chairless, filthy and squalid, with a smoky fire in one corner, and a table in the center of an impure floor, the walls open to every wind, and the interior full of dust."

THE STATIONKEEPERS

Usually two agents, the stationkeeper and an assistant, were employed to watch over a relay station. Stationkeepers received a \$50-\$75 per month wage, and assistants, called "boys", averaged \$25-\$50 per month.

Life at the station was isolated, lonely, and more hazardous than the life of a rider. Their primary duty centered around being ready for the next rider—two a day. Horses had to be constantly cared for and well shod.

Their living quarters were extremely crude. Often, structures consisted of stone walls, earth floors, frameless windows, with some stations lacking roofs. Bunks were built into the wall and furniture consisted of boxes and benches.

We bring Restaurant and Hotel Quality Food Service
to wherever you want to be at about half the price

Mellor Banquets

We can serve your group any place on the Pony Express
or Stagecoach routes, in the mountains, at a park,
church or home.

Call Lisa or Rod at

768-4578 or 768-8665

"All you can eat the best banquet food you'll ever eat."

THE ASTONISHING FEATS OF CODY

William C. "Buffalo Bill" Cody exchanged horses at Split Rock on a record ride from Red Buttes Station to Rocky Ridge Station and back. Due to another rider's untimely death, Cody was forced to add an extra leg to his normal relay and eventually covered a total distance of 322 miles in 21 hours and 40 minutes using 21 horses in the process.

On another occasion, Cody rode one horse at top speed for 24 miles when chased by Indians from Horse Creek Station, east of Independence Rock to Plants Station.

INDIAN PROBLEMS

During 1860, Indian hostility broke out along the entire Pony route in Nevada and Utah. White civilization had disrupted the Indians' desert way of life and made them dependent upon Government support (even newspapers of the day believed that the whole Indian problem had been caused by Whites). Indian agents distributed blankets, shirts, feathers, and ornaments, but at some locations Indians were dissatisfied at not receiving any presents from the "Big Chief".

A moderately successful Indian farm was established on the Gosiute Reservation. The farm was started "in order to keep the Indians from raiding mail stations and immigrant trains". As a first thrust of white civilization, this farming system saw some success in achieving its goals, but the temptation of isolated stations filled with stock, weapons, and food was too great for warriors on the brink of starvation.

EGAN CANYON STATION

In July of 1860, U.S. troops, traveling from Ft. Ruby to Schell Creek, came upon an Indian attack of the Egan Canyon Pony Express Station and barely saved the lives of the two stationmasters.

Indian survivors of that skirmish took revenge on the next Pony stop, called the Schell Creek Station, killing the stationmaster, two assistants, and running off all the livestock.

PONY BOB'S RIDE

Robert Haslam, known as "Pony Bob," was the best known Pony Express rider in Nevada. He rode 380 miles roundtrip in 36 hours—billed as one of the longest and fastest runs in the Pony Express history.

It happened in May 1860 when Bob was only 19 years old and western Nevada was in the middle of the Pyramid Lake Indian War.

Pony Bob's regular run was from Friday's Station in the Sierras to Buckland's Station near present-day Lahontan Reservoir. He first ran into trouble at Reed's Change Station. The citizens' militia had confiscated all animals for the war and Bob was forced to ride into Buckland's on a nearly-exhausted horse.

At Buckland's he was to have been relieved by a rider named Johnson Richardson but, because of the Indian trouble, Richardson refused to ride. The stationmaster, W.C. Marley, promised Bob a \$50 bonus if he'd ride to the next station. So Bob went through three more relief stations to Smith Creek Station, a distance of 190 miles.

After a short sleep, Bob turned around and retraced his route. His first stop was Cold Springs.

"When I arrived at Cold Springs, to my horror, I found the station had been attacked by Indians, the keeper killed, and all the horses taken away. I decided in a moment what course to pursue—I would go on." At the next station, he told the stationmaster of the danger and advised him to go on to the next station. Bob says, "He took my advice and so probably saved his life, for the following morning Smith Creek was attacked."

The rest of the trip was tiring for Pony Bob, but reasonably uneventful. He had traveled 380 miles within a few hours of scheduled time—surrounded by perils on every hand.

Pony Express Facts

- St. Joseph, MO to Sacramento, CA
Distance: 1900 miles
- Number of Stations: 190 (peak operation)
Note: The Utah Territory (Utah, Nevada and W. Colorado) carried 65 of the 190
- Number of Horses: 420 (peak)
- Number of Riders: 80 (peak)
- Average Speed: 7 miles per hour
- Average Time: 10 days
- Fastest time: 7 1/2 days (Lincoln's Inaugural Message)
- Distance per Rider: 60-120 miles each
- William C. "Buffalo Bill" Cody: Rode 322 miles in 21 hours and 40 minutes using 21 horses.
- Home Stations: 60 miles apart
- Swing Stations: averaged 11 3/4 miles apart
- Rider Salary: \$120-\$125 per month
- Station Personnel: 2 agents, 1 station keeper, and 1 assistant

Pony Express Trail

Western Utah



Pony Express Trail

The legacy of the Pony Express has certainly long outlived the pony riders on the trail. The operation of the trail only lasted 18 months from April 1860 to October 1861. The Pony Express was made obsolete by the completion of the first transcontinental telegraph system. At the time, the Pony Express provided the fastest means of communication between St. Joseph, Missouri, and Sacramento, California. At a cost of \$1.00 per ounce of mail and averaging no more than 20 pounds per trip, Pony Express riders could relay a mail pouch from St. Joseph to Sacramento in ten days.

To operate, the Pony Express required 500 horses, 190 stations and 80 experienced riders. Each rider rode an average of 33 miles each relay and normally used three horses to complete his portion of the route.

Riders generally typified the frontier spirit. Many were skillful scouts, guides and couriers, familiar with the dangers of the West. Weight was an important factor and most riders were hired for their small, lithe, wiry physiques. Many were noted for their bravery in times of danger. For all their effort, they received \$125 a month salary, two revolvers, one rifle, one bowie knife and a Bible.

Despite the high price to mail a letter, the Pony Express was a losing enterprise from its beginning. Its receipts were high (sometimes \$1,000 per day) but expenses were even higher. The mail service received no assistance from the U.S. Government.

The Pony Express is credited with a major role in United States history. The Express proved that the continent could be crossed in all kinds of weather, thus proving to skeptical Eastern politicians that a transcontinental railroad was feasible. The Pony Express is credited with providing vital communication to California and keeping California aligned with the Union during the outbreak of the Civil War.

RIDE THE PONY EXPRESS TRAIL

By traveling graveled desert roads, you can follow the route of the Pony Express Trail as did riders of bygone days. Take Utah Highway 73 west from Lehi to the BLM

signed turnoff which is five miles past the Stage Coach Inn State Park, or take Utah Highway 36 south from Tooele. Both routes lead to Faust Junction, the start of BLM's interpretive signing of the trail. West along the graveled road, BLM has placed concrete pillars to mark the trail.



BLM MARKER

The round trip from Salt Lake-Simpson Springs-Ibapah-Wendover is more than 300 miles and can be traveled best in two days. There is water at Simpson Springs from March thru

October, but travelers should not expect to find gas, food or lodging along the route until Wendover. Travelers may also follow the Pony Express Trail through Nevada.

EGAN'S RIDE

Howard Egan, while replacing a sick express rider on the treacherous route through Egan Canyon, Nevada, saw signs of Indians . . .

" . . . taking my pistol in hand, I rode as close as I dared, then striking in the spurs and giving an awful yell, a few jumps of the pony brought me to the middle of the Indian camp, when my gun began to talk, though pointed in the air . . . I got a glimpse of several Indians who were doing their best to make themselves scarce . . . When I made the next turn I was out in a little valley at the head of Egan Canyon . . . Later I got it from some friendly Indians that there had been a trap set to catch an Express rider for the purpose of seeing what he carried to make him travel so fast."

There were to be eighty riders. Four hundred other men were to run the way stations—some of which already existed for the coach line, others that would have to be built new. No less than four hundred top quality horses were purchased—long-legged and fast for the prairies, smaller but extraordinarily tough animals of California stock—for the rough mountains and deserts.

HOOFED RUNNERS

The horses were selected with meticulous care. They were half-bred California mustangs, a thousand pounds of strong bone and heavy, bunched muscle. Being short backed, deep of chest, with medium length and tough hooves, these horses were sure footed and fleet as mountain goats. The pace at which they traveled was a marvel.

And yet only once, in the eighteen months that the Pony Express was in operation, did the mail fail to come through when a horse and rider were both killed.

THE TRAVELING MAILBOX

Made of tough, well tanned hide, approximately 1/4 inch thick, the mochila had four stiff leather cantinas (boxes) securely sewn to its sides. Openings in the center let the mochila fit firmly and snugly over the horn and cantle of the saddle, forming a sort of covering blanket.

The Road Ahead

The sand and gravel road ahead can become unstable when wet. Areas may look solid, however getting stuck is very easy. Also, watch for flash flooding during the thunderstorm season and be very careful during extreme hot and cold periods. Desert terrain is deceptive in distance and orientation, so study the map carefully.

Come prepared for desert travel—bring extra water and have plenty of gas. There is no gas available between Vernon and Wendover, however gas is sometimes available in Ibapah.



BUREAU OF LAND MANAGEMENT

SALT LAKE DISTRICT

2370 S. 2300 W.

Salt Lake City, Utah 84119

Why a Pony Express?



1860-1861
Competing with Time

The origins and the reason for a horse-and-rider-mail-delivery system between east and west can be summed up in two words--slow mail. Prior to the Coach and Pony Express mail delivery, time from the east to the west--by ship down the Gulf of Mexico, across Panama by mule, then by ship again up to San Francisco--might take six weeks, and if the winds were off, eight weeks.

With the discovery of gold in California in 1848, and the increasing political tensions of the 1850's which led to the Civil War, it became imperative to keep the far West in the Union by providing a more dependable source of information from the East. News was very slow in reaching eager California readers, and a standing joke of the time was that events in the East had already been forgotten by the time they were known by those out West.

The Vision

The solution to this problem came from a businessman of vision, William Russell. Russell owned a stage and freight company based in Leavenworth, Kansas (with partners A. Majors and W.B. Waddell). While on a promotional trip to Washington to help his ailing freight line, Russell and Senator William Gwin of California discussed the possibilities of an Express Mail Company to deliver mail to California by the Central Route along the Oregon and California Trail. Initially the stage express line was comprised of fifty coaches and extended about eight hundred miles. By February, 1860, when the line was extended from Salt Lake City across Utah and Nevada to California, efficiency had improved the mail delivery time to a respectable number of days. However, financial losses were staggering, no government subsidies came through, and something was needed to promote the Central Route.

Finally it was decided: light, tough young men would be selected and hired to ride the best and fastest horse-flesh money could buy. There were to be eighty riders. Four hundred other men were to run the way stations, some of which already existed for the coach line.

The Route

The proposed route was brutally simple: west out of St. Joseph, up the Platte and Sweetwater rivers, through South Pass and the Rockies to Salt Lake City, out across the Utah and Nevada deserts, up and over the Sierra Nevada and into California, as fast as man and animal could go, day and night.

Light and Tough

In the interest of speed, careful consideration was given to weight. Riders had to weigh less than 120 pounds. Only twenty-five pounds were allowed for equipment which included four mail pouches sewn on leather thrown across the saddle, a light rifle and Colt revolver. Each mail delivery was limited to twenty pounds, and total weight on the horse, 165 pounds.

Riders wore a bright red shirt and blue pants. They carried a small brass horn to signal their coming which was later eliminated when it was discovered the hoof beats did the same thing. Each rider was issued a Bible to sustain their courage and hardiness to make the ride through potentially dangerous country of Indians, bandits, deadly blizzards and murderous heat.

Fading Hoofbeats

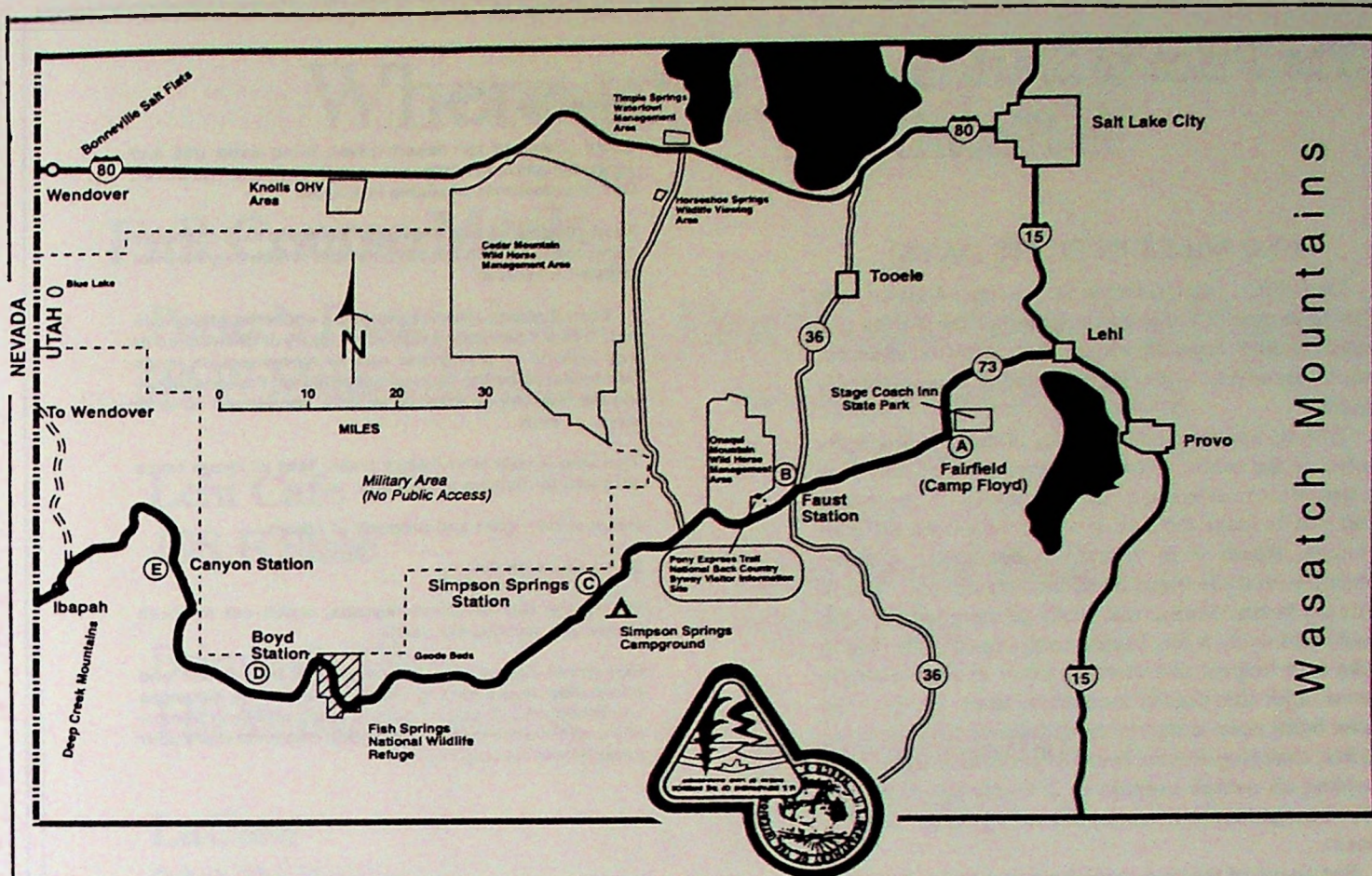
Although the Pony Express lasted only 19 months, the associated glamor, both fact and fiction, has assured it a large and lasting chapter in the history of the West. In October, 1861, the Pony Express was officially terminated. It became obsolete by the advent of the telegraph system. Messages that took eight weeks by ship, or eight days by the Pony Express, now took only four hours by wire.

While the Pony Express never did operate at a profit, it would be wrong to call the dramatic venture a failure. California stayed firmly with the Union during the Civil War thanks to correspondence carried by the Pony Express. In all, a dramatic thundering page had been written in American History, and on a quiet day, you can stand along the trail and still faintly hear the hoofbeats.

Produced by the Tooele County Recreation Special Services District and the Tooele Chamber of Commerce in cooperation with the Bureau of Land Management.

FOR ADDITIONAL INFORMATION

Bureau of Land Management
Salt Lake District Office (801) 977-4300
2370 South 2300 West
Salt Lake City, Utah 84119



A Fairfield/Camp Floyd

This station was located within John Carson's Inn and was used by both the Pony Express and stage travel. The adobe building was built in 1958 and is still standing, has a wooden facade, and is open to the public. It was operated by the Carson family until 1947 and lodged such visitors as Mark Twain, Porter Rockwell, Bill Hickman and Sir Richard Burton.

Adjacent to Fairfield is Camp Floyd. It was established in November 1858 and named for Secretary of War, John B. Floyd. Camp Floyd was the second military establishment in Utah and its mission was to establish a military route to California and to investigate the Gunnison Massacre.

At its peak, Fairfield had a population of 7,000 of which 3,000 were soldiers. At the time, Fairfield was the third largest city in the territory.

B Faust Junction

As you travel west along the Pony Express Trail, this stop offers the first opportunity to view interpretive work completed in 1976 by the BLM. There is also a marker at the site which was constructed in 1939 by the Civilian Conservation Corps as part of its project to mark the original Pony Express Trail. Named after station keeper "Doc" Faust, the station was a two-story stone structure located some distance from the present marker. A change of riders took place and the mail stage stopped for rest breaks at this station.

C Simpson Springs Station

This station bears the name of explorer Captain J.H. Simpson who stopped here in 1858 while searching for an overland mail route between Salt Lake City and California. It is one of the most dependable watering points in this desert region. George Chorpennig established a mail station at this site in 1858, which was later used by the Pony Express and Overland Express.

A number of structures have been built and destroyed in the vicinity of Simpson Springs over the years. It is not known for sure which served as the station for the Pony Express. The restored structure is located on a building site which dates to the period (1860) and closely resembles the original. A BLM campground is located just east of the station with drinking water, toilets and 14 camping sites.

D Boyd Station

This relay station gets its name from Bid Boyd, a station keeper who continued to live here into the early years of this century. In the days of the Pony Express, it was known as Butte or Desert Station. Only a portion of the rock walls that once provided protection from the elements now remains.

Living conditions were extremely crude. The partially dug out, rock-walled living quarters contained bunks which were built into the walls. Furniture consisted of boxes and benches. Life at the isolated station was lonely. Activities of the station keeper, spare rider and blacksmith centered around caring for the horses and a simple existence. The monotony was broken only by the arrival and almost immediate departure of two riders each day.

E Canyon Station

The Canyon Station was located northwest of this site in Overland Canyon. Built in 1861, it consisted of a log house, a stable, and a dugout where meals were cooked and served. In July, 1863, Indians killed the Overland agent, four soldiers and burned the station. The Overland Station was built in 1863 at the presently marked site, which was a more defensible location. Stone outlines of the 1863 station are still visible.

There are remnants of a round fortification built just behind the station which served as a lookout and place of refuge. It probably never had a roof so defenders could speedily climb over the wall and begin firing through the rifle ports. The depression on the south side of the parking lot indicates where the corral and blacksmith shop were probably located.

The Place to Start is in Historic Lehi

1900 MILES IN EIGHT DAYS!

On April 3, 1860, riders in St. Joseph, Missouri, and San Francisco, California, mounted prime horses and began riding towards each other; crowds cheered, hoofs thundered—the Pony Express was officially started.

To fully appreciate the bravery of these young men—some of the riders were mere boys of fourteen, it is necessary to understand the conditions. If the riders had only to make the ride, it would have been difficult enough. Roads were virtually nonexistent, in many places even trails could be all but impassable. Add to this the horses themselves, many of them were essentially still wild. A blacksmith complained of having to take four helpers and most of a day to shoe a single horse, a job that usually took ten minutes. Imagine the rider being able to stay in the saddle for fifty grueling miles, changing mounts every ten to fifteen miles, and holding an overall average of 250 miles in a twenty four hour period; it becomes a feat of gigantic proportions.

But on top of the ride came the weather; blizzards of such ferocity as to establish records, heat in deserts and flash floods in the mountains. And as if that weren't enough, the Indians (especially the Paiutes in Nevada) became aggressive due to their mistreatment by miners in western Nevada. They not only made several attempts on the riders' lives, but wiped out many change stations forcing riders to continue on tired horses.

DESERT TRAVEL TIPS

Come prepared for desert travel. bring extra gas and water. No gas is available between Vernon and Wendover. Gas is sometimes available in Ibapah.

Keep vehicles on existing roads. Sand and mud often look deceptively solid in the desert when, in fact, they may not support a vehicle.

All Pony Express sites are protected under the Antiquities Act. This act prohibits excavation, injury or destruction of any historic or prehistoric ruin or monument on lands administered by the Federal government. Persons violating the law may be fined up to \$500, imprisoned up to 90 days, or both.

This land is your land; keep it clean. Take all refuse home with you to dispose of properly.

Respect the rights and property of others.

Be careful with fire.

During the thunderstorm seasons, watch out for flash floods and washed-out roads.

Remember desert terrain is deceptive in distance and orientation. Avoid getting lost by remembering distances and landmarks. If you do get lost, stay with your vehicle and avoid heat exhaustion. Get good maps and study your route before leaving home.

Between Fairfield and the Nevada border, there were perhaps as many as 13 pony stations. Three stations with BLM interpretation were selected because they were located on national resource lands, contain ruins of the original structures and were convenient to the traveling public. Remember, some stations have markers but are on private land. Stop and look at the markers, but be particularly careful not to interfere with private property.



PONY EXPRESS

PIZZA

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Limited delivery area

Serving Lehi, American Fork, Pleasant Grove, Lindon, Alpine and Highland

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218 WEST STATE ROAD - AMERICAN FORK

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Where to Eat in Lehi

Full Course Meals

Porter's Place
24 W Main

Lehi Cafe
198 E State

Brimley's Diner
110 W Main

LaCasa
210 W State

Full Fast Foods

Vittles
570 E Main

Mike's Sub Shop
173 W Main

Pizza's

Purple Pig Pizza
189 E State

Circus Video and Pizza
86 W Main

Hot Dogs, Snacks, Drinks

Maverik Country Store
500 W Main

Harts Gas & Food
108 E State

Bates Cash Saver
290 W State

Country Corner
190 W State

Deli Service

Kohler's
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Country Bakery
172 W Main

Kohler's In-Store Bakery
300 E Main

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NATIONAL PARKS 303-969-4001

BUREAU OF LAND MANAGEMENT CAMPGROUNDS, Information 801-539-4001

Utah!

UTAH TOURISM FACTS

Tourism is one of the largest industries in Utah

Tourism is a \$2.9 billion business in Utah.

Tourism contributes to the employment of 61,000 Utahns

14 million visitors came to Utah last year.

Approximately 4.9 million people visited Temple Square (1992)

Over 3.3 million visited Lake Powell in 1992.

2.4 million visited Flaming Gorge in 1992.

An estimated 2.8 million skiers in Utah in 1991-92.

Over 700,000 foreign visitors came to Utah last year.

Tourism is expected to continue a growth trend in all areas of state. By 2,000 a projected 79,000 Utahns will be employed from TOURISM.

Stay at Willow Park Near Historic Lehi

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For reservations
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378 East 720 South
Orem, Utah 84058

Reservation Fees

Single-Family Units \$5.00 per Unit
Groups \$10.00 per Area

*Reservations will be accepted
for May 1 through Labor Day.*

GROUPS

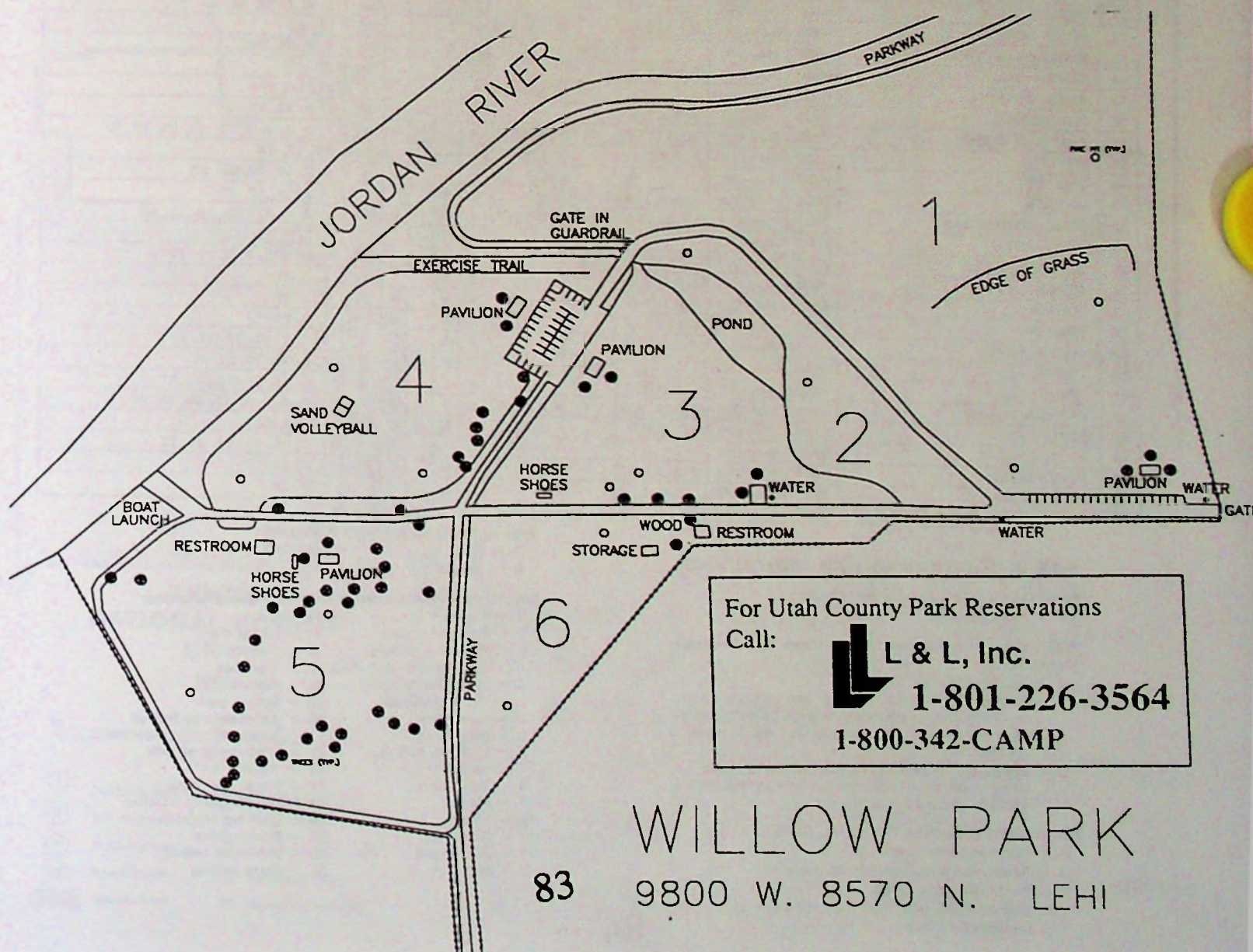
| <u>Park/Group</u> | <u>Fee — 4 Hours</u> | <u>Fee — 1 Day</u> |
|-------------------------------------|----------------------|--------------------|
| Willow Park | \$25.00 | \$50.00 |
| Vivian Park | \$25.00 | \$50.00 |
| Nunns Park | \$25.00 | \$50.00 |
| Canyon Glen | \$25.00 | \$50.00 |
| Adventure and Learning Park | \$25.00 | \$50.00 |

FAMILY SELF-CONTAINED CAMPING

| <u>Overnight Family</u> | <u>Fee/Family</u> |
|-------------------------|-------------------|
| Nunns Park | \$5.00 |

FAMILY CAMPING

| <u>Overnight Family</u> | <u>Fee/Family</u> |
|-------------------------|-------------------|
| Willow Park | \$5.00 |



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L & L, Inc.

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WILLOW PARK

83

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UINTA NATIONAL FOREST

Recreation Site Information

| Location | Name | Elevation in Feet | Season of Use | Camping | Picnicking | Group | Drinking Water | Toilet | Holding Tank Disposal | Visitor Information | Number of Units | Special Features |
|----------|----------------------|-------------------|---------------|-------------|------------|-----------|----------------|--------|-----------------------|---------------------|-----------------|-----------------------------------|
| 1 | GRANITE FLAT | 6800 | Jun-Sep | F,A,J,T,U | | F,A,K,T,U | A | A | • | | 31 | 1, 2, 4, 7, 16, 17, 21, 26, 27 |
| 2 | MILE ROCK | 6200 | May-Oct | F,A,H,T,U | | | A | A | | | | 1, 2, 14, 16, 26, 27 |
| 2 | WARNICK | 6200 | May-Oct | F,A,H,T,U | | | A | A | | | 6 | 1, 2, 14, 16, 26, 27 |
| 2 | MARTIN | 6200 | May-Oct | F,A,H,T,U | | | A | A | | | 6 | 1, 2, 14, 16, 26, 27 |
| 3 | NORTH MILL | 6000 | Jun-Sep | | | F,B,K,T,U | B | A | • | | 1 | 1, 2, 14, 16, 26, 27 |
| 3 | LITTLE MILL | 6000 | Jun-Oct | F,B,L,T,U | | | B | A | • | | 79 | 1, 2, 14, 16, 26, 27 |
| 4 | HOUSE ROCK | 5800 | May-Oct | F,A,H,T,U | | | A | A | | | 10 | 1, 2, 14, 16, 26, 27 |
| 6 | GREY CLIFFS | 6000 | Jun-Oct | | A,H | | A | A | | | 12 | 1, 2, 14, 16, 26, 27 |
| 6 | HANGING ROCK | 6000 | Jun-Oct | | A,H | | A | A | | | 20 | 1, 2, 14, 16, 26, 27 |
| 7 | TIMPOONEKE | 7400 | Jun-Sep | F,A,J,T,U | | | A | A | • | | 26 | 17, 21, 26, 27 |
| 8 | ROADHOUSE | 6200 | Jun-Sep | F,A,H,T,U | | | A | A | | | | 1, 2, 4, 14, 16, 26, 27 |
| 8 | ECHO | 6000 | May-Oct | F,A,H,T,U | | | A | A | | | 4 | 1, 2, 14, 16, 26, 27 |
| 9 | ALTAMONT | 6000 | Jun-Sep | | | F,A,K,T,U | A | A | • | | 1 | 17, 21, 26, 27 |
| 10 | MT TIMPANOGOS | 6800 | Jun-Sep | F,B,J,T,U | | | B | A | • | | 33 | 11, 17, 21, 26, 27 |
| 10 | THEATER-IN-THE-PINES | 7000 | Jun-Sep | | | F,A,K,T,U | A | A | • | | 1 | 11, 17, 21, 22, 26, 27 |
| 11 | MILL HOLLOW | 8200 | Jun-Sep | F,A,H,T,U | | | A | A | | | 30 | 1, 4, 7, 17, 26, 27 |
| 12 | WOLF CREEK | 9000 | May-Sep | F,A,H,T,U | | F,A,K,T,U | A | A | | | 17 | 26, 27 |
| 13 | WHISKEY SPRINGS | 6600 | May-Oct | | A,H | | A | A | | | 10 | 1, 2, 26, 27 |
| 14 | HOPE | 6600 | Jun-Sep | F,A,H,T,U | | | A | A | | | 24 | 26, 27 |
| 15 | ROCK CANYON | 6400 | May-Sep | | | F,A,K,T,U | A | A | | | 4 | 17, 26, 27 |
| 16 | LODGEPOLE | 7800 | Jun-Oct | F,B,J,T,U | | | B | A | • | | 51 | 1, 3, 17, 27 |
| 17 | CURRENT CREEK | 7000 | May-Oct | F,C,J,L,T,U | | F,B,K,T,U | B | B | • | | 98 | 1, 2, 3, 5, 7, 17, 19, 24, 26, 27 |
| 18 | WHITING | 5400 | May-Oct | F,A,H,T,U | | F,A,K,T,U | A | A | | | 15 | 16, 17, 27 |
| 19 | CHERRY | 5200 | May-Oct | | | F,C,K,T,U | C | C | | | 4 | 1, 2, 16, 17, 24, 27 |
| 22 | BALSOM | 6000 | May-Oct | F,B,H,T,U | | F,B,K,T,U | B | B | | | 28 | 1, 2, 16, 17, 27 |
| 23 | STRAWBERRY BAY | 7600 | May-Oct | F,C,J,L,T,U | C,H | F,C,K,T,U | C | C | • | | 364 | 1, 3, 5, 6, 7, 9, 10, 12, 28 |
| 24 | HAWS POINT | 7600 | May-Oct | | B,H | | | C | | | 25 | 1, 3, 7, 28 |
| 25 | SOLDIER CREEK | 7600 | May-Oct | F,C,J,L,T,U | C,H | | C | C | • | | 165 | 1, 3, 5, 6, 7, 9, 10, 28 |
| 26 | ASPEN GROVE | 7600 | May-Oct | F,B,H,T,U | | | B | B | | | 23 | 1, 3, 27 |
| 27 | DIAMOND | 5200 | May-Oct | F,A,H,T,U | | | A | A | • | | 34 | 1, 2, 28 |
| 28 | PALMYRA | 5200 | May-Oct | F,A,H,T,U | | F,A,K,T,U | A | A | • | | 19 | 1, 2, 28 |
| 29 | MAPLE BENCH | 5800 | May-Oct | F,A,H,T,U | | | A | A | | | 10 | 1, 4, 7, 16, 17, 26, 27 |
| 30 | TRUMBOLT | 6000 | May-Oct | | A,H | A,H | A | A | | | 1 | 1, 2, 16, 26, 27 |
| 31 | TINNEY FLAT | 7000 | Jun-Oct | F,A,H,T,U | | | A | A | | | 16 | 1, 2, 16, 17, 21, 26, 27 |
| 32 | PAYSON LAKES | 8000 | Jun-Oct | F,B,J,L,T,U | | F,B,K,T,U | B | B | • | | 99 | 1, 2, 4, 7, 8, 19, 24, 26, 27 |
| 33 | BLACKHAWK | 7100 | Jun-Oct | F,B,J,T,U | | F,B,K,T,U | B | B | • | | 23 | 17, 26, 27 |
| 34 | BEAR CANYON | 6800 | May-Oct | | | F,B,K,T,U | B | B | • | | 3 | 1, 2, 16, 17, 21, 26, 27 |
| 35 | PONDEROSA | 6200 | May-Oct | F,A,J,T,U | | | A | A | • | | 28 | 1, 2, 26, 27 |
| 36 | LITTLE VALLEY | 7000 | Jun-Oct | A,H,T | | | A | A | | | 6 | 1, 4, 28 |

Key to Recreation Site Information

Fees (Camping, Picnicking and Group):

F = Fee Charged

Modification of Facilities to Assist Users With Physical Impairments:

- A = Facilities not modified.
- B = Limited modification - At least one unit has been modified, but modification may not be sufficient to be usable by many individuals who are confined to a wheelchair.
- C = Significant modification - At least one unit has been modified to allow use by most individuals who are confined to a wheelchair.

Reservations (Camping, Picnicking, Group):

- H = Nonreservation area.
- J = Reservations accepted/recommended.
- K = Reservations required.
- L = One or more units reserved until 6 pm for handicapped use.

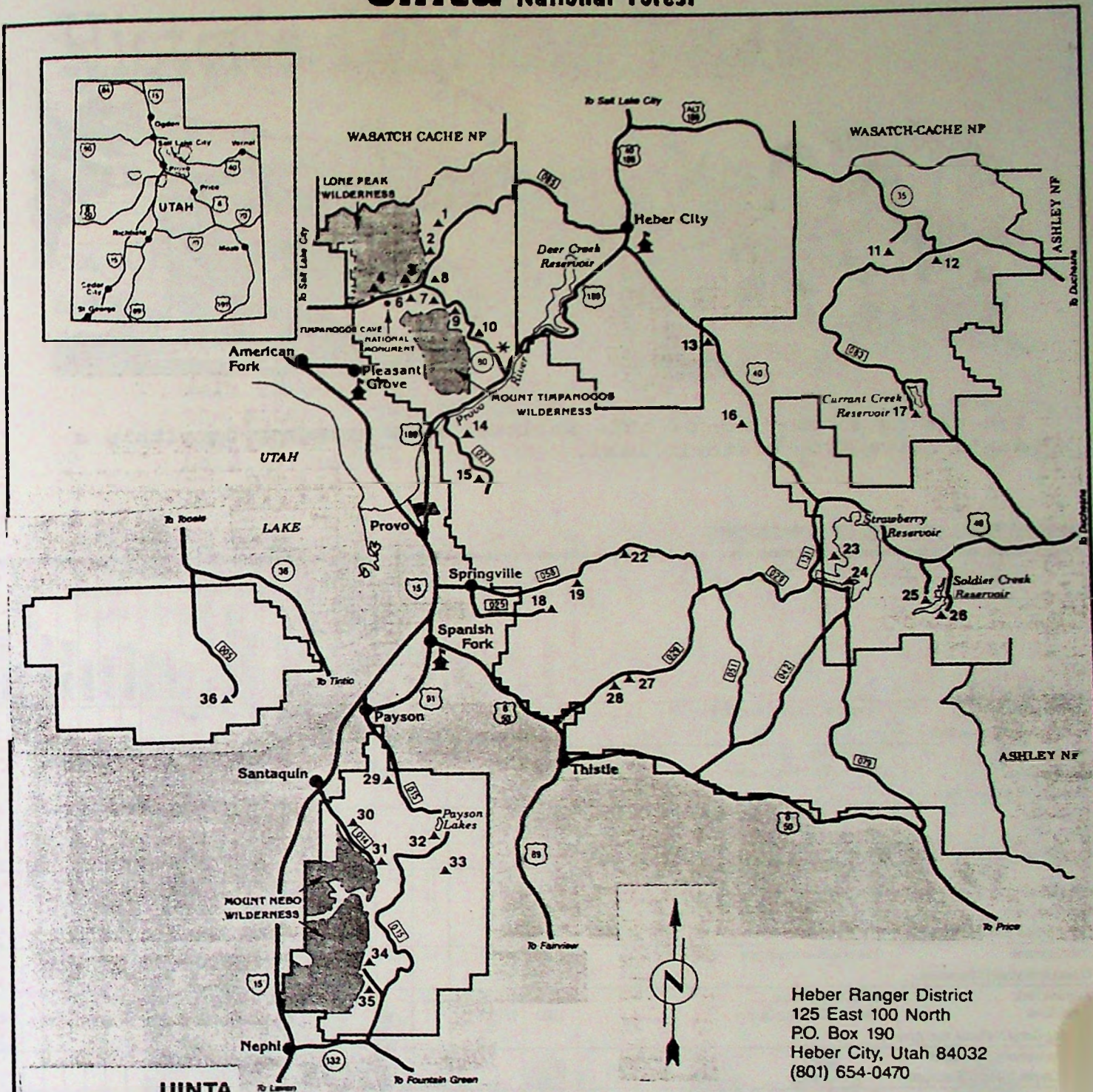
Type of Facilities Available (Camping):

- T = Tents
- U = Trailers

Special Features Located Within One Mile of the Site:

- 1 = Fishing
- 2 = River or stream
- 3 = Reservoir or lake (powerboats permitted)
- 4 = Reservoir or lake (no powerboats)
- 5 = Boat ramp
- 6 = Boat rental
- 7 = Floating, rafting, kayaking
- 8 = Swimming
- 9 = Marina
- 10 = Store
- 11 = Resort
- 12 = Restaurant
- 13 = Museum
- 14 = Cave
- 15 = Ghost town
- 16 = Canyon
- 17 = Trailhead
- 18 = Historic trail
- 19 = Nature trail
- 20 = Accessible by trail or boat only
- 21 = Wilderness access
- 22 = Waterfalls
- 23 = Geological area
- 24 = Handicapped facilities
- 25 = Evening program
- 26 = Scenic drive
- 27 = Timbered setting
- 28 = Open setting

uinta National Forest



UINTA NATIONAL FOREST UTAH

1988
Scale

0 3 6 9 12 15 Miles

LEGEND

- | | | | |
|--|--------------------|--|---|
| | Interstate Highway | | Forest Supervisor's Headquarters Provo, Utah |
| | US Highway | | District Ranger Station |
| | State Highway | | Recreation Site |
| | Forest Route | | Winter Sports Area |
| | Special Area | | |

ADDITIONAL INFORMATION

If you would like more information or detailed maps of the Uinta National Forest, please contact one of the following:

FOREST SUPERVISOR
Uinta National Forest
88 West 100 North
P.O. Box 1428
Provo, Utah 84603
(801) 377-5780

Heber Ranger District
125 East 100 North
P.O. Box 190
Heber City, Utah 84032
(801) 654-0470

Pleasant Grove Ranger District
390 North 100 East
P.O. Box 228
Pleasant Grove, Utah 84062
(801) 785-3563

Spanish Fork Ranger District
44 West 400 North
Spanish Fork, Utah 84660
(801) 798-3571

(Office hours are 8:00 am to 5:00 pm,
Monday-Friday)



You can be at any one of this National Park campgrounds within a day's drive from Historic Lehi.

NATIONAL PARKS & MONUMENTS CAMPGROUNDS

| | | ELEVATION | SEASON | DAYS LIMIT | RV TRAILER SITES | # COMPLETE HOOKUPS | MAX. RV LENGTH | # TENT SITES | PICNIC TABLES | DRINKING WATER | NON-DRINKING WATER | TOILETS | SHOWERS | LAUNDRY | SWIMMING | BOATING | FISHING | DUMP SITES | FEE CHARGED | HANDICAP FACILITIES | GROUP SITES |
|---|--|-----------|-----------|------------|------------------|--------------------|----------------|--------------|---------------|----------------|--------------------|---------|---------|---------|----------|---------|---------|------------|-------------|---------------------|-------------|
| Arches National Park | | | | | | | | | | | | | | | | | | | | | |
| Devils Garden | 18 mi N of Visitor Center off Hwy 191 | 5,355 | YR | 7 | 53 | | | 53 | ■ | ■ | ■ | | | | | | | | ■ | ■ | ■ |
| Bryce Canyon National Park | | | | | | | | | | | | | | | | | | | | | |
| North | E of Park Headquarters | 8,000 | YR | 14 | 55 | | 30 | 55 | ■ | ■ | | ■ | ■ | | | | | | ■ | ■ | ■ |
| Sunset | 2 mi S of Park Headquarters | 8,000 | 5/15-10/1 | 14 | 50 | | 30 | 50 | ■ | ■ | | ■ | ■ | | | | | | ■ | ■ | ■ |
| Canyonlands National Park | | | | | | | | | | | | | | | | | | | | | |
| Willow Flat | 25 mi W off Hwy 191 on Hwy 313 | 6,200 | YR | 7 | | | | 12 | ■ | | | | | | | | | | | | |
| Squaw Flat | 35 mi W off Hwy 191 on Hwy 211 | 5,100 | YR | 7 | | | | 26 | ■ | ■ | | | | | | | | | ■ | | ■ |
| Capitol Reef National Park | | | | | | | | | | | | | | | | | | | | | |
| Fruita | 11 mi E of Torrey on Hwy 24 & 1.3 mi S | 5,500 | YR | 14 | 63 | | 30 | 7 | ■ | ■ | | ■ | | | | | | | ■ | ■ | ■ |
| Cedar Mesa | 20 mi E of Torrey on Hwy 24 & 23 mi S | 5,400 | YR | 14 | | | | 5 | ■ | | | | | | | | | | | | |
| Cathedral | 23 mi E of Torrey on Hwy 24 & 28 mi N | 7,000 | YR | 14 | | | | 5 | ■ | | | | | | | | | | | | |
| Cedar Breaks National Monument | | | | | | | | | | | | | | | | | | | | | |
| Point Supreme | 2 mi N of South Entrance | 10,000 | 6/15-9/15 | 14 | 30 | | | 30 | ■ | ■ | | ■ | | | | | | | ■ | | |
| Dinosaur National Monument | | | | | | | | | | | | | | | | | | | | | |
| Rainbow Park | 20 mi NE of Vernal | 5,000 | 5/1-11/30 | 14 | | | | 4 | ■ | | | ■ | | | | | ■ | ■ | | | |
| Green River | 5 mi E of Dinosaur Quarry | 4,800 | 5/15-9/15 | 14 | 100 | | | 100 | ■ | ■ | | ■ | | | | | | | ■ | | ■ |
| Flaming Gorge National Rec. Area | | | | | | | | | | | | | | | | | | | | | |
| See Dinosaurland section page 37 | | | | | | | | | | | | | | | | | | | | | |
| Glen Canyon National Rec. Area | | | | | | | | | | | | | | | | | | | | | |
| Hite | 45 mi S of Hanksville on Hwy 95 | 3,700 | YR | 14 | | | | | ■ | | | | | | | ■ | ■ | ■ | ■ | ■ | ■ |
| Wahweap | 7 mi N of Page, AZ | 3,700 | YR | 14 | 178 | | 35 | 178 | ■ | ■ | ■ | ■ | | | | ■ | ■ | ■ | ■ | ■ | ■ |
| Bullfrog | 70 mi S of Hanksville on Hwy 276 | 3,700 | YR | 14 | 86 | | 35 | 86 | ■ | ■ | ■ | ■ | | | | ■ | ■ | ■ | ■ | ■ | ■ |
| Halls Crossing | 95 mi SW of Blanding on Hwy 276 | 3,700 | YR | 14 | 65 | | 35 | 65 | ■ | ■ | ■ | ■ | | | | ■ | ■ | ■ | ■ | ■ | ■ |
| Also, see Canyonlands section page 23 and Color Country section page 33 | | | | | | | | | | | | | | | | | | | | | |
| Hovenweep National Monument | | | | | | | | | | | | | | | | | | | | | |
| Square Tower Ruin | 20 mi N of Aneth off Hwy 262 | 5,200 | YR | 14 | 31 | | 24 | 31 | ■ | ■ | | ■ | | | | | | | ■ | ■ | |
| Natural Bridges National Monument | | | | | | | | | | | | | | | | | | | | | |
| Natural Bridges | 1/4 mi from Visitor Center off Hwy 95 | 6,500 | YR | 7 | 13 | | 21 | 13 | ■ | | | | | | | | | | ■ | ■ | |
| Zion National Park | | | | | | | | | | | | | | | | | | | | | |
| South | South entrance to the Park | 4,000 | 4/15-9/15 | 14 | 140 | | | 140 | ■ | ■ | | ■ | | | | | | | ■ | ■ | ■ |
| Watchman | South entrance to the Park | 4,000 | YR | 14 | 185 | | | 229 | ■ | ■ | | ■ | | | | | | | ■ | ■ | ■ |
| Lava Point | 26 mi N of Virgin off Hwy 9 | 7,900 | 6/1-10/15 | 14 | 6 | | | 6 | ■ | | | | | | | | | | | | |

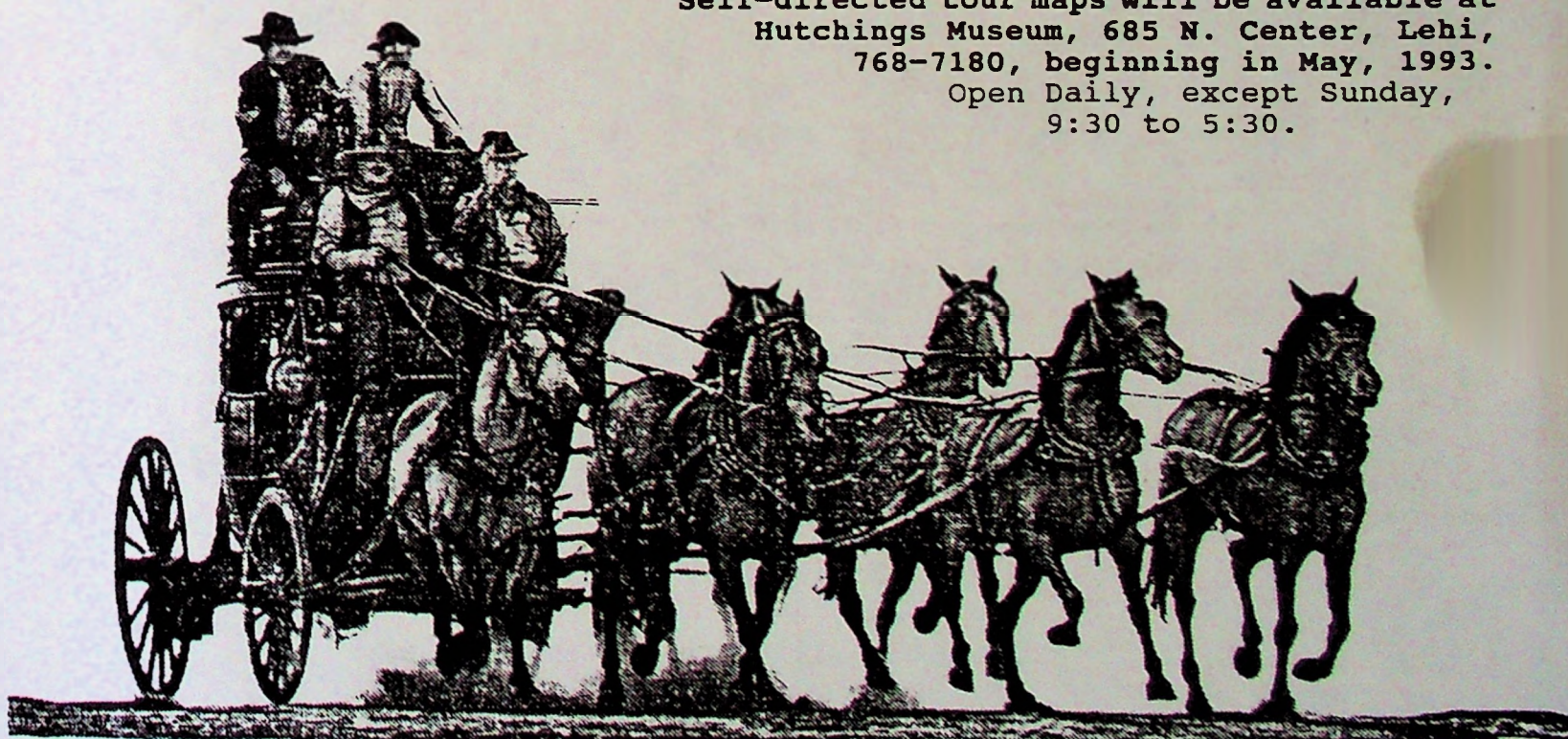
Historic Lehi Bus Tours

Shop at 110 year old BROADBENTS FAMILY DEPARTMENT STORE, one of America's unique shopping experiences. See Butch Cassidy, Porter Rockwell, Civil and Revolutionary War gun collections at HUTCHINGS MUSEUM. Follow the original PONY EXPRESS AND OVERLAND STAGE COACH ROUTES TO CAMP FLOYD, the largest military outpost in the United States in 1858. The U.S Army came to Utah to QUELL THE REBELLIOUS MORMONS. Or did they come for other reasons? Walk through the 135 year old CARSON STAGECOACH INN. Visit the sites of INDIAN MASSACRES, A STAGECOACH AMBUSH, MURDERS, AND PORTER ROCKWELL'S GUNFIGHT WITH AN OUTLAW. Experience hard to believe, but true, episodes of the WILD AMERICAN WEST.

Six hour regular bus tours every Saturday beginning May 15, 1993, Leaves Hutchings Museum, Lehi at 9:00 a.m. and South Town Mall at 9:30 a.m. NO PICK-UP WITHOUT RESERVATIONS. \$25 per adult, children are \$18, includes lunch and admission fees.

Six hour CHARTER BUS TOURS arranged on a 48 hour notice for 25 to 47 people, \$18 per adult, Children \$12, includes lunch served by MELLOR BANQUETS Or a Luncheon at Porters Place and entrance fees to HUTCHINGS MUSEUM and STAGE COACH INN AND STATE PARK. Tours will depart and return to any designated place in Salt Lake or Utah County, beginning in May, 1993. For further details or RESERVATIONS, call Carl Mellor, 768-8665 or 768-4578.

Self-directed tour maps will be available at
Hutchings Museum, 685 N. Center, Lehi,
768-7180, beginning in May, 1993.
Open Daily, except Sunday,
9:30 to 5:30.



The 7 DAY WEEKEND



If you're looking for a vacation spot where you can have it all, try Utah County. Outdoor fun, great food, wonderful sights to see and friendly people. Set in the heart of the Rocky Mountain Wasatch Range, Utah County offers scenic alpine drives, high canyon recreation and urban sophistication. Blue ribbon fishing, championship golf courses, theatre under the stars, historic Pony Express Trails, endless hiking and biking paths, world class museums and even some old-fashioned picnicking. You'll find it all right here, served with all the flavor of small-towns and the Old West. Utah County. We've got something for everyone.

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