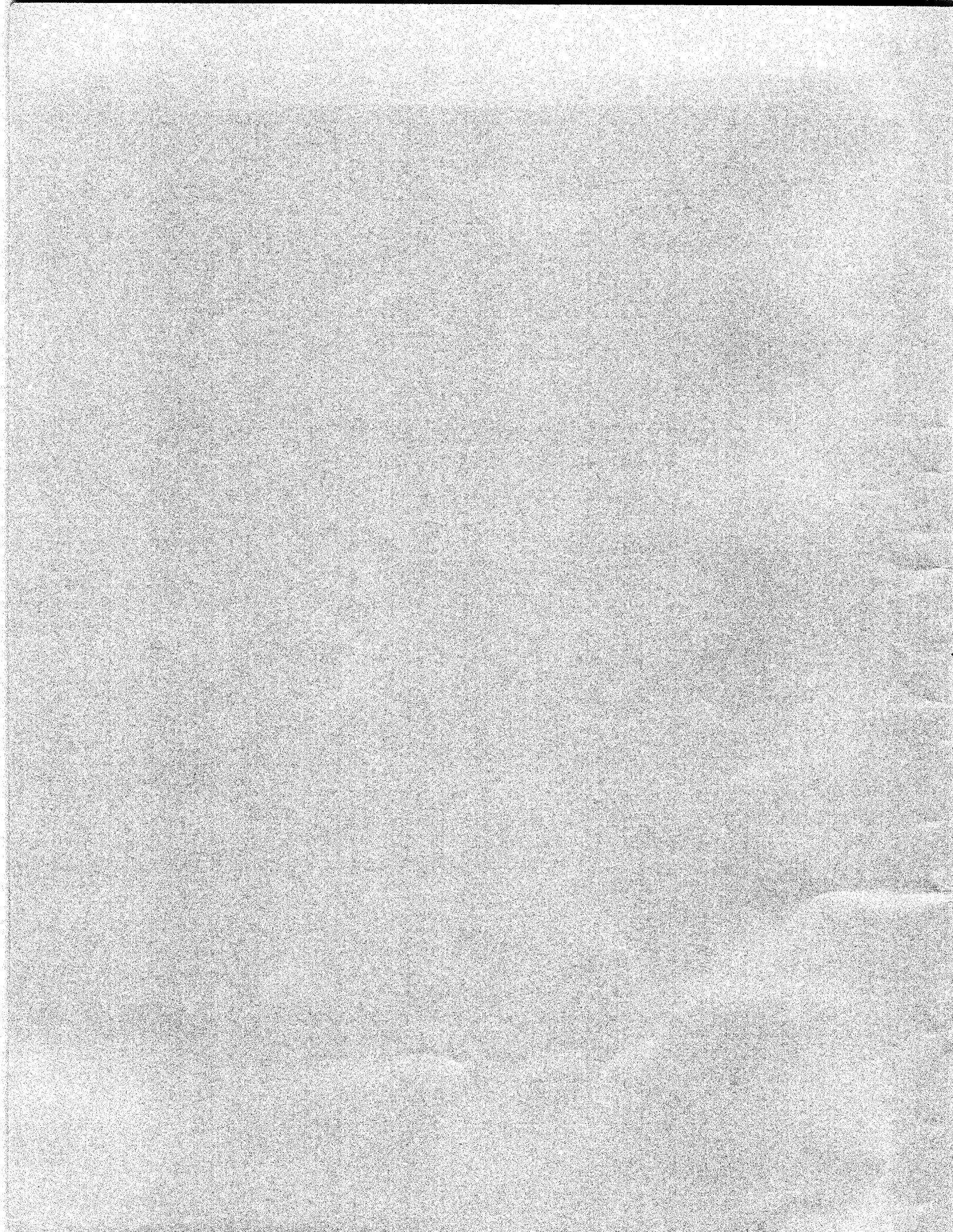


**A HISTORICAL OVERVIEW OF LIVESTOCK USE IN THE AREA  
OF CITY OF ROCKS NATIONAL RESERVE  
FROM INTRODUCTION TO 1907**

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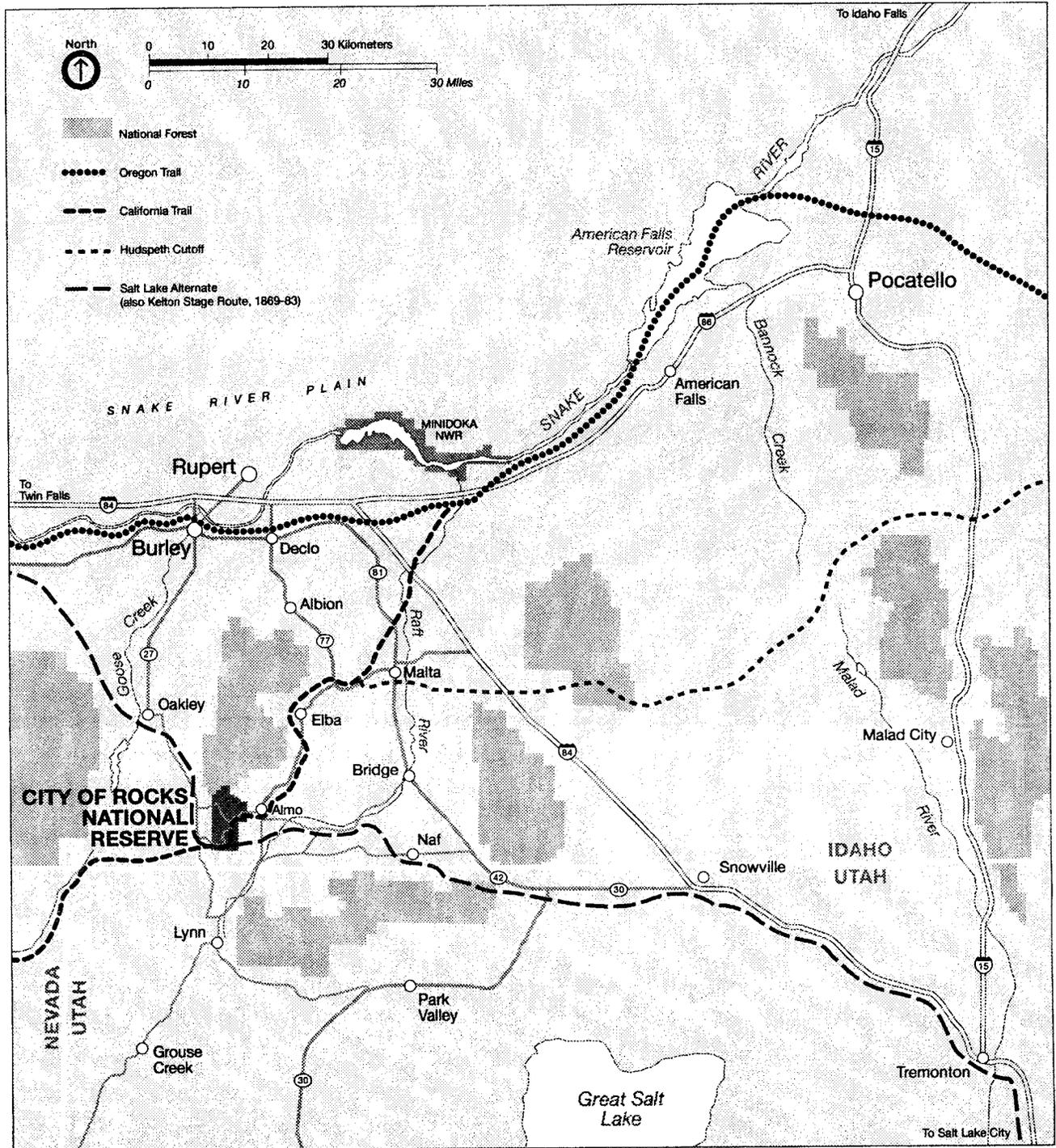
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# An Historical Overview of Livestock Use in the Area of City of Rocks National Reserve from Introduction to 1907



## INTRODUCTION

This paper is a brief overview of early livestock-related events in and around the City of Rocks National Reserve with emphasis on the three county area of present Cassia County, Idaho, Elko County, Nevada, and Box Elder County, Utah. The period begins with the introduction of livestock and concludes in 1907 shortly after creation of the Raft River Forest Reserve, which included part of the City of Rocks. A chronology of major events is included in Appendix A.

City of Rocks is considered to be the most important emigrant trail hub in the Far West. It was also part of a transportation network that included a Pony Express route, stage and freight lines, and a crossroads for some of the great sheep and cattle trail drives. When settlement began, City of Rocks was used as a part of the "free range" by some of the largest cattle and sheep outfits of the time in Idaho, Nevada, and Utah. The story of City of Rocks is unquestionably one of the most interesting in Idaho's history.

## SUMMARY

The birth of the western cattle industry can be traced to the 1840's. It began with the rapidly expanding Eastern market and was sustained by mining discoveries in the west and a growing transportation network that included railroads and emigrant trails. Prospects for huge profits in the railroads and cattle enterprises encouraged investors from the States and abroad.

The western cattle industry boomed in the inflationary period following the Civil War. Despite losses from several bad winters and the financial panic of 1873, phenomenal increases in numbers occurred until 1885 (Stoddard 7). Misfortune and hardship broke many stockmen, but others moved in to take their place.

With the exception of California and New Mexico, the sheep industry developed 10 to 20 years after cattle ranching was established in the western states. Large-scale production in Idaho began in the mid-1880's.

Idaho's first livestockmen were Native Americans. Lewis and Clark and Townsend reported seeing great numbers of horses in the possession of the Indians (Yensen 7). They got their first cattle from emigrants on the Oregon trail in the 1840's (Oliphant 1968: 35).

Cattle first appeared in Idaho when Nathaniel J. Wyeth, founder of Fort Hall, brought three head to the post in 1834. Five head of cattle were left at Fort Boise by the Whitman and Spaulding missionary party enroute to Oregon in 1836 (Oliphant 1968:12-13).

Idaho's non-Indian livestock industry developed late compared to most western states. Major settlement began with the discovery of gold at Pierce in 1860. Other discoveries followed in rapid order, including Boise Basin in 1862 and Silver City in 1863. Thousands of people flocked to the placers, creating a huge demand for meat. The first ranches sprang up around the mining camps and others soon established throughout the state.

Within the short span of 30 years, most of Idaho's rangelands were fully occupied and there was talk of overgrazing and range depletion.

George W. Linford became the first to homestead within what is now the City of Rocks Reserve when he filed a claim for 160 acres on Circle Creek in 1888 (G.L.O. Tract Records). Earlier settlement was made in City of Rocks east of the Reserve by James Q. Shirley, John Stines, and Buck Homes. Shirley fenced a ranch in the Cove in 1875. John Stines built the first cabin in 1877 and a second cabin was later constructed by Buck Homes. Stines and Homes stayed only a short time and their properties were acquired by Henry D. Durfee and William Jones (Haines 31). Most private land within the Reserve was homesteaded between 1909 and 1920 (App. C). Prior to homesteading, the land was open range that was grazed in common by many cattlemen from the surrounding country.

#### STOCKMAN'S FRONTIER

Stock raising began in what is now the United States when Juan de Onate founded San Juan at the junction of the Chama and Rio Grande Rivers in present New Mexico in 1598 (Towne 1955: 118). The Spanish brought black cattle of Andalusian<sup>1</sup> descent to the Nueces River in Texas late in the 17th century and to the San Bernadino Mountains of California by 1769. By 1840 these black cattle had been introduced into the Willamette Valley of Oregon (Simpson 1, Whitlock 48). By the mid 1840's, there were many large stock ranches from the Los Angeles Basin to Monterey.

About this time, a major alteration in breeds occurred with the development of the longhorn in Texas. This animal was actually the result of an accidental cross of 3 breeds: Andalusian blacks, cattle of Hematic longhorn descent, and scrub Durhams from Louisiana. Longhorns quickly replaced the black Spanish cattle in Texas and were destined to make up the huge herds that later traveled north into the Great Plains (Simpson 2).

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<sup>1</sup>The indigenous cattle of Andalucia, a region in southern Spain. A big, heavy breed with forequarters tending to be heavier than the hindquarters. Horns spread wide and upcurved at the ends. Color, dark red or black.

Meanwhile, cattle numbers were increasing in the area between the Appalachian mountains and the Mississippi River. Most were driven east for slaughter, but a sizable number were moving into the midwest to stock the vacant prairie ranges. When the first railroad reached the Mississippi River in 1852 (Riegel 1), a few ambitious men were in a position to become the first cattle kings.

Another market for cattle developed when the midwestern farmer began to sell oxen to emigrants and freighters headed west on the overland trails. Most of these cattle were Durhams. Once they reached their destinations in Oregon and California, they were crossed with other breeds brought along by the emigrants and their numbers began to increase (Simpson 2).

Even longhorns were used for oxen teams. The Dallas Herald of June, 1850 relates: "Several large droves of cattle passed this place during the present season enroute to Missouri. They are brought mostly from the upper Brazos and carried to Missouri to be sold for beef, or to furnish teams for California emigrants" (McCoy 28).

By 1846 the importance of Andalusian black cattle had declined in northern California and Oregon. They were replaced by Durhams, what stockmen called "American cattle," and within a decade there were few Andalusian blacks left north of the Los Angeles Basin. However, the market for Texas longhorns continued to increase and by 1850 the longhorn was the principle breed in Texas, New Mexico, Arizona, and California. Durhams and Shorthorns remained the principal breeds in the midwest and Utah (Simpson 2).

Trailing out of Texas was halted in 1861 when Union soldiers blockaded the Confederates (Simpson 3). So effective was the blockade that the State was overrun with surplus cattle when the war ended (McCoy 109). A few enterprising men recognized the growing eastern market and decided to capitalize on it with cheap Texas beef. During the next 20 years, over 5 million Texas longhorns were trailed north to railheads in Kansas and Missouri or west to the vacant ranges in Idaho and other western states. During this time, the longhorn was gradually replaced by English breeds, and English capital began financing much of the Western livestock business (Simpson 3).

The first sheep to stock the western ranges were primarily fine-wooled, French and Spanish Merinos. They were gradually replaced by Rambouillets and medium-wooled English breeds.

## WESTWARD EMIGRATION SETS THE STAGE

By 1840, the great trans-Appalachian migration was halted by an imaginary line approximating the valley of the Mississippi River. Except for possibilities in Oregon and California, anyone who wanted to move westward had no place to go (Emigrant Trails 1). Most of the land west of the Mississippi River was claimed by Mexico and England. No country actually owned Oregon, but U.S. and British negotiators spent 20 years trying to divide it between them. In the meantime, subjects of both countries had equal freedom to settle there (Wells 8). Although many people felt westward expansion was a foolish idea, the overland migration to California and Oregon was in full swing by 1843.

## THE CALIFORNIA TRAIL

City of Rocks was a crossroads for thousands of sheep, cattle, horses, and mules that accompanied emigrants to California and Oregon. Most wagon parties bound for California took one of the three trails that form a hub at City of Rocks: the Fort Hall Road (from Fort Hall to City of Rocks), Hudspeth Cutoff, and the Salt Lake Alternate. The Applegate Trail to Oregon followed the Fort Hall Road and the main California Trail as far as western Nevada.

The first settlers to take the California Trail were the Bidwell-Bartelson party in 1841 (Arrington 1994: 151). They left the Oregon Trail at Soda Springs, Idaho, and traveled down Bear River into Utah, where they turned west and went around the north end of Great Salt Lake just south of the Raft River Range. Their route took them about 20 miles south of City of Rocks. They entered Nevada at Pilot Peak, near present Wendover, and continued west, down the Humboldt River and eventually to California (Hunt n.pag.).

Joseph B. Chiles, a member of the Bidwell-Bartelson party, discovered Granite Pass, west of City of Rocks, in 1842 while returning east to organize an emigrant party for 1843. The pass may have been discovered earlier by Peter Skeen Ogden's Hudson Bay Co. brigade in 1826 and Joseph Walker in 1833. Chiles' re-discovery meant a passable wagon road and stock trail could be opened from City of Rocks over Granite Pass, a route preferable to that taken by the Bidwell-Bartleson party (Emigrant 2).

In 1843 Joseph R. Walker, employed by Chiles, led a group of emigrants up Raft River, through City of Rocks, and over Granite Pass (Emigrant 2). They were the first of many emigrant parties to bring livestock through the City of Rocks.

The Applegate Trail to Oregon was laid out in 1846. Since it also went through City of Rocks, some Oregon emigrants and their livestock shared the City of Rocks and part of the California Trail with those bound for California.

Overland traffic to California mushroomed following the discovery of gold. Much of it came through City of Rocks. In 1849 an estimated 22,000 people, 6,700 wagons, 40,000 draft animals, and several pack trains went through South Pass headed for California. Most of the wagons were pulled by oxen (Fox 6). In 1850, 45,000 people headed overland to California. Numbers declined in 1851, but rose to a record 52,000 in 1852. In 1850 soldiers at Ft. Laramie counted 9,000 wagons, 7,500 mules, 31,000 oxen, 23,000 horses, and over 5,000 cows all headed for California (Arrington 1994: 152). By mid-summer 1852, 90,340 cattle had been counted at Ft. Kearney (Nebraska) enroute to California (Jensen 351). Between 1849-1860, an estimated 200,000 people and their livestock traveled the California Trail. Most went through what is now the City of Rocks National Reserve (Arrington 1994: 152).

During the 1840's and 1850's small ranches began to spring up along the overland trails where emigrants could trade trail-weary draft animals for fresh stock (Simpson 3). A transient enterprise at City of Rocks was described by J. Goldsborough Bruff in his diary entry of August 29, 1849:

"While nooning, 2 young Mormon men on horses, with Mexican equipment, came up; said they were trading for broken down cattle and had a camp and wagon not far off in a small valley. They of course were from Salt Lake." (Bruff)

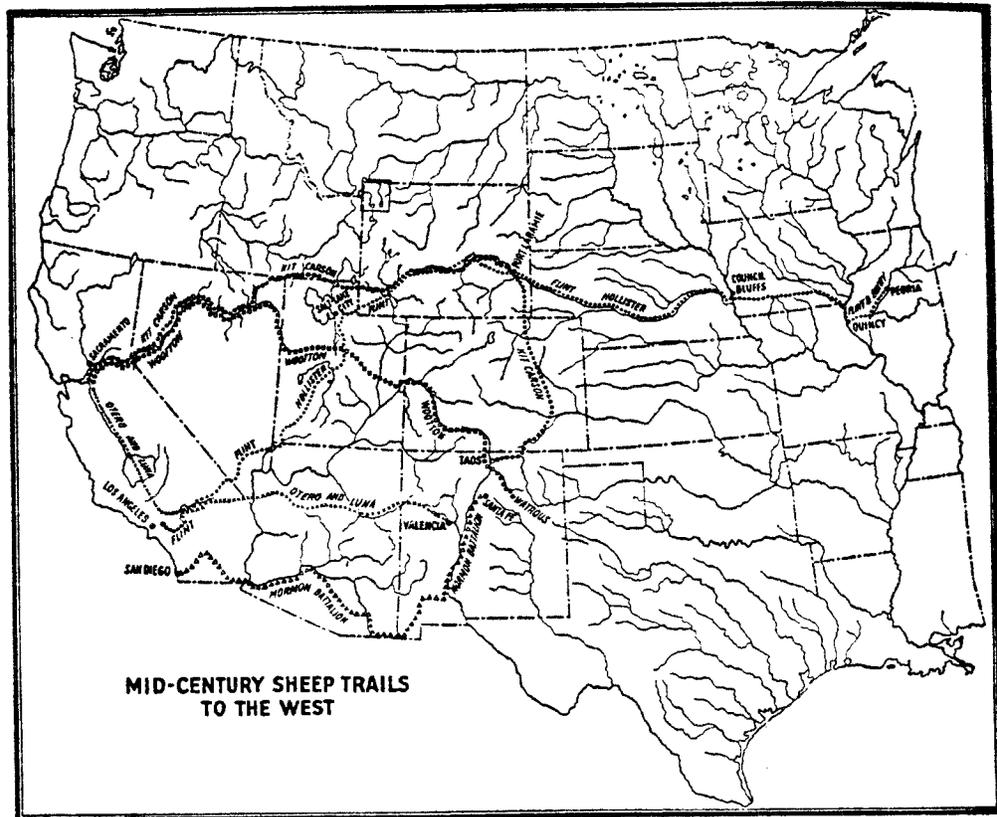
#### STOCK DRIVES TO CALIFORNIA

The influx of thousands of gold-seekers created a huge demand for meat. The first beef and mutton came from farms around Sutter's Fort, the Willamette Valley of Oregon, and the Spanish ranches in southern California. However, these sources were quickly depleted and by 1849 Sacramento prices were running as high as \$500 per head for cattle and \$15 per head for sheep (Jensen 341-352).

Soon drovers began trailing in large herds of sheep from New Mexico and longhorns from Mexico, Texas, and the mid-west. Most drives in the 1850's took one of three routes: The Gila Trail through southern New Mexico and Arizona, the Old Spanish Trail through New Mexico, Colorado, central Utah and southern Nevada, and the "northern route" which included the California Trail. Drovers taking the northern route followed the overland trails west across Idaho or Utah where they joined with the California Trail at City of Rocks (Simpson 3, Beckstead 8). A few took their herds across the waterless salt flats south of the Great Salt Lake, connecting with the California trail near present Wells, Nevada. Figure 1 shows the route of primary sheep trails to the west by the mid 1800's.

FIGURE 1

MID-CENTURY SHEEP TRAILS TO THE WEST  
From Wentworth, "America's Sheep Trails"



Although large commercial herds of cattle and sheep were trailed through City of Rocks destined for California (Wentworth 267) little is known of these drives. The 1850 cattle drive by Walter Crow was one of the earliest.

Walter Crow, a Californian, returned to his native Missouri in 1850 and brought a herd of Durham cattle from Ashley, Missouri, to Sacramento by way of City of Rocks. Crow, his four sons, and 35 cowboys began the drive on March 16, with about 700 head (Dillon 44). When they reached Sacramento on September 30, four men had died of cholera and over 200 cattle had been lost or were stolen by Indians. One of the cowboys, Cyrus C. Loveland, kept a diary of the trip. The following excerpt begins when the party left the Oregon Trail at Raft River (Dillon 93-96). Comments in [] are the author's. Comments in () are Cyrus Loveland's.

"September 3d.....Raft River is a small, sluggish, and miry stream with its banks thickly set with willows. Some fish in this river.

Sunday, 4th. Lay by today, very warm in the middle of the day.

Monday, 5. Traveling up Raft River. Crossed it again and nooned. Made nine miles. Grass and wood plenty. Evening, here we left the river to the left and took across the bottom toward the mountain until we struck a fork of Raft River [Cassia Cr.]. Here the Hudspeth's Cutoff road comes in again. We drove one mile up this fork and camped [about 2 mi. east of Connor]. Grass and wood plenty. Made nineteen miles....."

Tuesday, 6th. We traveled up this branch six miles between two chains of high mountains [Cottrell and Jim Sage Mtns.] whose sides were spotted with banks of snow, then we crossed and left it to the right [present Elba]. After leaving this branch of Raft River, we continued up a narrow valley between the mountains, passed some low hills. Thirteen miles from Raft River we crossed a very small creek [possibly Grape Cr.] which is the first water with the exception of a very small spring branch coming from the high mountains on the right. Two miles from this creek we crossed a second, about the same size [possibly Edwards Cr.]. One mile more brought us to a fine mountain stream, where we camped [probably Almo Cr.]. Saw plenty of grass all along our route today. We have traveled all day today through a narrow valley or bottom.....Made sixteen miles.

Wednesday, 7. ".....After leaving this mountain stream (which I think is the headwaters of Raft River),

one and a half miles travel and then we left this little valley and took a very winding way through the mountains. One mile to a small creek thickly set with willows [Circle Cr.]. Passed a very large marble rock on the right bank of the creek with its face covered over with names painted on, but none that I knew. We crossed and entered this little stream for half a mile and left it to the right. Then went through a Novelty Pass, a distance of three miles to Echo Gap. This pass through the mountains is called Novelty Pass from the great mountains of singularly shaped rock (called Steeple Rocks) on either side of the road. There is a very large rock on the left, close to the road that I named Temple or Recorder's Rock [Register Rock]. Here upon it's base is recorded many an emigrant's name. This rock may be one hundred and twenty feet high and runs up nearly perpendicularly. A little farther and on the right is another with a small prong sticking up on its top that appears a little like a cupola. I might give names to many of these monuments of Nature but they are too numerous.

Echo Gap [just southeast of Twin Sisters] is fifteen or twenty feet wide, with perpendicular rocks on each side from fifty to one hundred and fifty feet high, and receives its name from having the loudest echo that I have ever heard. One mile after leaving Echo Gap brings us to where the Salt Lake Road comes in.....Traveled until one hour after dusk and camped on Goose Creek, twelve feet wide and has very good fish."

In 1853 Kit Carson and his partner, Lucien Maxwell, drove 13,000 sheep from Taos, New Mexico, to California via the California Trail through City of Rocks. Returning to New Mexico through southern California, Carson estimated he saw a hundred thousand sheep being trailed to the mines in bands of 10,000 to 25,000 head. Most were from New Mexico (Wentworth 167, 169).

By 1856, the California market was glutted and the boom was over in just seven years. By 1860, California had a million sheep and three million cattle. By 1862, the price for cattle had dropped to \$8 a head (Jensen 351, Wentworth 165). Overgrazing and severe droughts in the 1860's forced some stockmen to move their herds out of California to locate feed. They found it on the vacant ranges of southern Idaho, eastern Oregon, and northern Nevada (Simpson 18). Many of these men established ranches and became pioneer cattlemen in the three-state area.

## GRAZING PATTERNS ALONG THE EMIGRANT TRAILS

Two concerns for an emigrant party were water and feed for their stock, preferably at the same place, and located every nine to 15 miles along the trail. The typical family unit had from two to four yoke of oxen and usually one or two spare oxen, including a young one in training. Other animals might include a milk cow and one or two riding animals. Since most family members walked, the primary purpose for riding animals was for scouting and for herding and gathering the loose stock when they were turned out to feed (Pugh).

Ox-drawn wagon parties averaged 15 miles per day. Livestock needed water when they "nooned" (the mid-day break) and at the end of the day when a campsite was selected. Forage was equally important, especially for the draft animals. It had to be of sufficient quantity and quality to at least maintain the animals or they would lose weight and stamina.

Emigrant's diaries contained numerous comments about the quality and amount of forage and water at campsites along the way. Riders were often sent ahead to scout for feed and water. If feed was in short supply for several days, the party would usually lay over for a day or more when good feed was found to allow the stock to rest and graze. Wagon companies who ignored the health and welfare of their draft animals paid the price when they had to abandon worn-out stock, lighten their loads, or abandon wagons.

There were good campsites with live streams and large meadows for a distance of about four miles along the trail from Almo Creek to the City of Rocks. Except for Circle Creek, the quality of campsites within the current boundary of the Reserve was considerably less than the Almo area due to intermittent streams and less forage. Long-time Almo resident, Wallace Taylor, says most California emigrants did not camp at City of Rocks, but used the meadows around Almo or west of the City of Rocks where the feed was better (Taylor).

Some assumptions of grazing use in City of Rocks can be made from a knowledge of vegetation patterns and the grazing habits of livestock. Several are:

A draft animal requires 25 to 35 pounds (air dry weight) of forage per day, depending on forage quality and the animal's size. Saddle horses and loose stock require somewhat less. At City of Rocks, sage-grass vegetative types probably produced 400 to 700 pounds (air dry weight) of forage per acre in their pre-grazed condition in 1843. Fall regrowth might add an additional 200 pounds. Meadow types along the creeks would average 1,500 to 2,000 pounds per acre, with regrowth occurring continuously until late fall adding at least another 1,000

pounds. Palatability and nutrition remain high in meadow types until late fall. By the time the first trains arrived in mid-summer, forage in sage-grass types would be drying up and losing nutrition necessary to sustain draft animals. Given free choice, all classes of livestock seek the lush, green meadows along streams over the dry vegetation of the sage-grass types. It is safe to assume that most grazing occurred in the meadows.

During the years when many wagon parties and herds came through, feed would have been consumed in the vicinity of popular campsites within the first month. Forage would have been almost completely destroyed along the trail by compaction from livestock and wagons during the first year and worsened in succeeding years as the trains and herds spread out beyond the original track. Campsites close to the trail would have been grazed first, forcing later parties to pasture their stock at locations progressively farther from camp. The degree of forage use and site disturbance would decrease with distance from the camp and distance from live water.

Draft animals that have been worked hard often use much of the evening or night to rest, consuming only enough forage to satisfy immediate hunger. Since the camps were usually occupied for only one night, the daily forage consumed by each animal would have been less than for animals grazing on the open range. In the latter case, animals consume forage in excess of their maintenance needs. However, by season's end, the large number of animals probably trampled and destroyed as much forage as they consumed.

Considering these factors, it seems likely that feed shortages would have occurred by late summer around Almo and in the Reserve, but should not have been a serious problem in the coves above the Almo area.

#### THE FIRST TO GRAZE IN CITY OF ROCKS

Native Americans were the first to graze domestic livestock (horses) in City of Rocks. Chief Pocatello's Northern Shoshoni band occupied City of Rocks as their western borderland in historic times. In his "City of Rocks Historical Report", Merle Wells says: "After Shoshoni-Comanche acquisition of horses from New Mexico relieved them from dependence upon pack dogs for seasonal travel, Northern Shoshoni bands ranged over a large area adjacent to Western Shoshoni desert terrain in Nevada. City of Rocks emerged as a borderland not far from traditional basin Shoshoni occupation.....they held City of Rocks pretty much to themselves as part of their summer range.....Pinion nuts provided a special attraction for his people" (Wells 2-3).

Indians traded horses for emigrant cattle along the trails. In 1844, Mrs. Marcus Whitman reported Indians coming to Fort Hall to trade horses for cattle (Oliphant 1968: 35). They also plundered large numbers of livestock from emigrant trains along the trails and in the vicinity of City of Rocks. The Deseret News of September 24, 1862, said a pack party reported Indians were seen pasturing four or five hundred head of stolen emigrant cattle a short distance east of City of Rocks (Haines 17). Often they would sell the stolen stock to other emigrants or settlers to the south in Utah. The Shoshoni Indians were not only the first cattlemen of Raft River Valley, but possibly the first cattle traders as well.

#### RAWHIDING IN SOUTHERN IDAHO

The early livestock business was highly speculative and based on getting the largest return for the least expense. Old timers called it "rawhiding."

Stockraising was not yet established in the three-state area of southern Idaho, northern Nevada, and eastern Oregon when the gold rushes began at Boise Basin in 1862 and Silver City in 1863. In the beginning, meat was supplied by drovers who trailed in small numbers of sheep and cattle from California and the Willamette Valley (Hanley 79).

The first major sheep drive into Idaho occurred in 1864 when G.C. Johnson brought a breeding flock to Silver City from the Jordan Valley in eastern Oregon. The herd probably originated in California (Wentworth 259).

In 1866, Major G.G. Kimball of Red Bluffs, California, trailed a band of sheep across southern Idaho and Wyoming to the Missouri River. Along the way he traded for mules which he took back to Sacramento and sold. Kimball found a good market for sheep all along the route (Wentworth 260-261).

Con Shea, a Silver City blacksmith, drove a herd of a thousand longhorn steers from Texas to Oreana, Idaho, near Silver City, where they spent the winter of 1867-68. They were later delivered to Silver City for slaughter (Hanley 79-82). Some authors believe this was the first large cattle drive down Snake River to western Idaho. Shea became a prosperous cattleman in eastern Oregon and western Idaho. The town of Sheaville, Oregon, was named for him.

In 1871 David Shirk, also of Silver City, and his partners brought 1,500 head of longhorn cattle into Idaho from Texas. Starting near Belton, Texas, his trail went north through the Oklahoma Indian territory, Dodge City, Kansas, Scott's Bluff, Nebraska, Ft. Halleck and Ft. Bridger, Wyoming, and entered Idaho by way of Bear River. Enroute he trailed through the Raft River

valley and spent several days resting the herd at City of Rocks before moving on to the Bruneau Valley of southwestern Idaho. The partners wanted a good rest for both cattle and cowboys before tackling the Snake River plains. The herd arrived in the Bruneau Valley in October after five months on the trail (Schmitt 50-72).

Describing his camp at City of Rocks, Shirk said: "Our camp was located at the foot of a high mountain and where we herded the cattle and indulged in fishing and hunting in our spare time. Deer, antelope, bear, and elk, besides sagehens in abundance" (Schmitt 72). From his brief description we can assume they were camped in one of the coves on the northeast corner of the present Reserve.

Shirk's description of the cattle trail from Texas to Idaho is the only one known to exist. He later became a prominent rancher in eastern Oregon (Hanley 88-93).

There were no set rules for the number of men needed for a cattle drive and numbers varied widely. David Shirk provides one formula. He calculated they needed one man per hundred head of cattle up to five hundred head. Above that they needed one additional man for each 200 head, excluding the foreman. For the first couple weeks on the trail, it required about eight men to hold the cows at night, four to a shift. When the cattle were broken to the trail routine, they reduced it to two men per shift. When there was a storm, the entire crew was needed, especially during a hail storm (Hanley 89).

In the beginning, livestock were trailed from east to west across southern Idaho's Snake River Plains, destined for consumption or to stock the new farms and ranches in Washington, Oregon, and Idaho. Many followed the overland trails. Herds increased rapidly and a surplus developed when mining began to decline. By 1874 cattle from the three states were being trailed east through southern Idaho to buyers in Wyoming and Montana (Emigrant 147, Simpson 39). This surplus hastened the end of the Texas migrations into these states (Simpson 39). After 1882 most long (west-to-east) drives across southern Idaho were sheep drives.

The westward sheep movement ceased with the close of the Civil War. By that time New Mexico, California, and Oregon had more than one-eighth of all sheep in the United States. The quality of the Oregon and California flocks had improved and there was a strong demand for them in the inland territories. Before the end of the 1860's, the direction of sheep trailing had changed from westward to eastward (Figure 2) (Wentworth 189).

As the western herds grew, owners began to ship or trail sheep to markets in the east or the plains states. Three sheep trails from California entered Idaho at, or near, the City of Rocks.



APPENDIX D

FIRST PERMITTEES TO GRAZE ON THE CASSIA NATIONAL FOREST

One followed Goose Creek (west of City of Rocks) through Oakley, crossed the Snake River, and went on to Montana. Another followed the California Trail through City of Rocks and down Raft River to the Snake River. The third and most commonly used route crossed Granite Pass and followed the Salt Lake Cutoff eastward. These trails were active between 1870-1900 (Wentworth 268-270).

The purpose and composition of the great sheep drives is best explained by Towne and Wentworth. They break the era into three intervals (Towne 1945: 168):

1. 1856 to 1880: Most sheep in the great drives were breeding sheep destined for breeders in the Rocky Mountain states or the east. There was very little market for lamb or mutton, so most sheep were kept for wool.
2. 1880 to 1885: Transition period. The great drives consisted of breeding sheep and some wethers (castrated male sheep over one year old) being driven to market.
3. 1886 to 1900: Most of the great drives consisted of wethers being trailed east for fattening and slaughter. Most of these wethers were three to four years old. A lamb market did not exist for western lambs until the turn of the century.

#### GRAZING PATTERNS ON THE OPEN RANGE

In the early days, cattle were grazed on the range year-round with no attempt to provide supplemental winter feed such as hay. Roundups were usually held twice a year; once in the spring to brand and mark new calves and cull out and sell sick or old animals, and again in the fall to gather animals to sell after fattening on summer ranges. Small operators who could not afford a rider checked and moved their own stock or assisted their neighbors as time permitted. Large outfits often had 10 to 20 riders under the supervision of a range or wagon boss. They camped on the range during part of the year and moved the cattle to keep them on fresh feed in what is called "loose herding."

The first cattlemen ranged their stock in the valleys. Feed was abundant. There was no competition and it was easy to handle the animals on gentle terrain. There was a fear that cattle would get lost or be killed by predators if taken into the mountains. They soon learned that forage in Idaho's low country dried up by mid-summer and began to lose nutrition so they began a practice of wintering livestock at or near the home ranch and, when summer came, moving them to progressively higher range to keep them gaining on green feed (Pierce).

If possible, ranchers tried to have a winter range, summer range, and an area in between called a spring-fall range that could be

used when moving stock between the winter and summer ranges. This is still a common practice here and throughout the west.

When settlement began, ranches were located along creeks and rivers. If the ranch was located at the foot of a mountain, the drainage above the ranch was used as the home range for the respective ranch. Creeks and springs were often named for the first rancher to locate on or graze them. This held true for ranches surrounding Albion Mountain and nearby ranges.

Both sheep and cattle men tried to winter their stock at low elevations in protected places such as a canyon, draw, or a willow-lined meadow where there was ample water. These sites provided a degree of thermal cover, a maintenance diet, and were slightly warmer than the surrounding ground. Cold temperatures and wind are common elements of the normal winter in the area around City of Rocks. To the casual observer, City of Rocks might appear to be a good place to winter livestock. However, Wallace Taylor says it was not used for that purpose because it is higher and colder than the meadows around Almo and is subject to occasional heavy snows (Taylor).

Based on its location, most of the City of Rocks would have been used as summer range before homesteaders arrived. Cattle would have been turned onto the lowest range lands in the Raft River and Junction Valleys in March when the first forage began to grow. Since the lower end of City of Rocks is part of a corridor between the Albion and Raft River Mountains, it was used to trail cattle between the Raft River and Junction Valleys. Trail Creek, in City of Rocks, received its name from this trailing use (Elwell).

As forage began to grow at higher elevations, cattle were started up the draws toward higher ranges in City of Rocks and the Albion Mountains where they spent the summer. Cattle prefer the lush feed of high mountain ranges, but head for lower elevations when the weather turns cold or after the first major snow storm. In the early days, most stockmen let the weather decide when it was time for cattle to move to lower range. Later, they began the practice of starting cattle down by October or November to avoid having them trapped by an early, or heavy snow. The lower part of City of Rocks would have been used again as a fall range as cattle drifted down prior to being moved on to winter ranges.

Some writers suggest that large cattle operations had exclusive control of much of the public domain. This was rarely the case. The ranges were shared by many ranchers who pooled their manpower to gather, sort, brand, check for rustling, and a host of other jobs inherent to grazing on the open range. This co-operative effort gave rise to the creation of local livestock associations, many of which are still in operation today.

## THE FIRST FARMERS AND RANCHERS

Most of the people who settled the three-county area fell into one of two groups. One group, represented by men like Sparks, Tinnin, and Harrell, were cattlemen from Texas or California, schooled in the Spanish type of livestock management learned from their Mexican counterparts. The system was to run livestock on the open range year-round without supplemental winter feed (Young 39). Little attention was paid to livestock health or calving. Most of these men started their ranches with large herds and did very little cultivation of their land. They were true ranchers.

The second group consisted of Utah Mormons of modest means. They came to colonize. Some were church converts from Europe and the British Isles; others had their roots in Utah or midwestern states. At the suggestion of the church, they brought along a few head of livestock, poultry, and farm equipment (Wickel). They raised grain, vegetables, and fruit and cut some wild hay for supplemental winter feed for a few milk cows and the "using horses" kept at the ranch when the rest were turned out with the beef cattle for the winter. Little or no hay was provided for wintering other livestock. They were true farmers.

Because of their backgrounds and brief tenures, both groups lacked an understanding of range and livestock management under the climatic extremes of the Intermountain area.

## PIIONEER SETTLERS

In addition to the following discussion of early settlers, some brief biographical sketches are shown in Appendix B.

### CASSIA COUNTY, IDAHO

"City of Rocks" is a name for a loosely-defined area including lands within the current Reserve and the Big Cove country northeast of the Reserve. For the purpose of this paper, a distinction is made between those who were the first to settle inside and outside the Reserve.

The names of the first homesteaders within the Reserve were obtained from Government Land Office tract records and are shown in Appendix B. The earliest entrant was George W. Linford, who homesteaded 160 acres on Circle Creek and received his final certificate in 1888. Since most private land within the Reserve lacked water for irrigation, it was not homesteaded until after 1909 when all of the better land had been taken.

It is generally believed the cattle industry in Raft River Valley began when a herd of 3,000 longhorns from Texas arrived in 1868. They were owned by James Q. Shirley and driven by Charles Gamble and Sam Howery (Pioneer n.pag.). Shirley had planned to summer

the herd at Ft. Hall but when he arrived, the Government ordered him to keep his cattle off the Reservation. He took the herd on to Raft River valley for the summer and wintered them near Blackfoot. One account says Gamble returned to the Raft River country in May, 1869 and established a permanent summer camp at City of Rocks, making him the first person to settle and stay in Cassia County (Estes 263,599). The location of his camp is not known.

In 1875, James Shirley fenced a ranch site in the Cove west of Castle Rock below Graham Peak. The terrain made the Cove a natural corral (Wells 17). Since Gamble worked for Shirley, this may have been the same site as Gamble's 1869 cow camp.

Myron Durfee and his brother, Henry D. Durfee, were among the first to establish near the present City of Rocks Reserve. Myron settled on Almo Creek in 1878 and Henry came in 1880. They ran sheep and cattle. Eugene Durfee was an early homesteader in the City of Rocks east of the Reserve (Durfee Jan. 12, 1994, Arrington 1979: 37-38).

Almo was settled in the late 1870's. It was first called Shirley's Cove, after James Shirley (Durfee Jan. 12, 1994). The name was changed to Almo in 1879.

A man named Heglur brought the first sheep into the Raft River Valley in 1874. The band was wintered at the mouth of Heglur Canyon and all perished due to heavy snow (History Minidoka 6).

Col. Rice L. Wood may have been the first to establish near present Albion. He brought cattle to Marsh Valley in 1868 and built a home on Howell Creek in 1870 (Estes 75).

Albion, first called Marsh Basin, was established in 1879 and became the county seat of Cassia County the same year.

Beecherville, on upper Cassia Creek, was the first town to be settled in what later became Cassia County. Ransom Asa Beecher, a native of Connecticut and Mormon pioneer into the Salt Lake Valley in 1847, came with two sons and began farming in 1873. When residents petitioned for a Post Office, the Government said "Beecherville" was too long, so the name was changed to Elba (Arrington 1979: 37, Pioneer n.pag.).

Settlement of Junction Valley, west of City of Rocks, began in 1882 (Wells 18). The first permanent settlers arrived between 1882 and 1885 and settled in the south end of the valley where there was water for irrigation. Among these were John Lind, Alex Anderson, John Shelberg, and Walter T. Holt. Between 1909 and 1914 there was an influx of dry farmers in the north end of the valley, including the City of Rocks Reserve. Most left when dry-farming proved unprofitable (Lind n.pag.).

Settlement began around the Raft River Mountains in the late 1870's. John Naf settled at Naf, Idaho, in 1879. Barnes Bros., H. H. Thompson, A. D. Lee, and G. W. McIntire followed in 1880 (History Minidoka 4). About 1889, Utah people settled along the north side of the range near Yost and Stanrod (Report n.pag.).

An article in the Idaho Statesman of February 15, 1877, provides a glimpse of early settlement and stock-raising progress in the Raft River Valley. It takes a poke at the non-resident cattlemen (Chance 22):

"On Cassia Creek and Raft River....there are about one hundred and fifty settlers and stock men....In this region, there are several stock owners who have many thousand head of stock each. These cattle roam and fatten on a thousand of Idaho's green hills, and when ready for market and large sales can be made, they are driven to the railroad and shipped to the markets east and west. The owners have their homes in California or Nevada, only using Idaho as a summer resort and grazing ground. The only interest they take in our Territorial politics, is that of selecting the county assessor."

The first settlers to locate in the Oakley area were cattlemen who arrived in the early 1870's. John Iverson established a ranch on Big Cottonwood Creek, west of Oakley, in 1872 (South Idaho Press) and there were several large ranches near present-day Burley. David Walker started a ranch in Trapper Creek, west of Oakley in 1875 (Hale) and by 1878 Mormon pioneers began to settle in the Basin, northeast of Oakley.

The following article appeared in the Idaho Tri-Weekly Statesman of August 12, 1875 (Ricketts):

"LARGE SALE OF CATTLE--Gov. Wm. Bennett from the Goose Creek country on the Overland road was in town yesterday and gives us the following information: Hildreth & Dumphry, large cattle men and wholesale butchers in San Francisco are buying all the cattle they can find on the Overland road. They bought Wm. Lend's [Land's] band on Goose Creek, 5,000 head, Texas cattle, horses and ranch thrown in for \$54,000. They have also bought 2,000 of Switzer [Sweetser] and 3,000 head of Stone on Raft River, all Texas cattle. They have also bought 200 head of fine American blooded cows and a bull of Mr. Watson in Marsh Valley Oneida county. Mr. Hildreth is erecting a portable sawmill in the Goose Creek mountains and will be cutting out lumber in 30 days. He will build a grist mill in the vicinity of Raft River as soon as they raise wheat enough to make it an inducement. Mr. Bennet has raised 150,000 pounds of grain and put up 150 tons of hay this year. He has

sold 50 tons of his hay to the Northwestern Stage Company and they will take all of [his] grain. Heretofore the stage company have had to haul their grain from this valley, but this year they are able to get their supply from parties who are operating farms on [Goose Creek], Raft River, Dry Creek, etc."

The Northwestern Stage Company line ran from Kelton, Utah to Boise, Idaho. There was a big demand for hay and grain for horses and mules kept at their many stage stations including the City of Rocks and Oakley Meadows.

In 1881, the Mormon Church sent Adam Gibson Smith and a group of settlers to the Oakley Valley. The townsite of Oakley was laid out the following year (Chatburn) on the Harp Ranch owned by Frank Riblett (Arrington 1979: 38). A large number of Mormon settlers came to the Oakley area in 1882 and many developed sheep operations within the next few years (Booth n.pag.). An article in the Oakley Herald of February 6, 1946, lists the names of nearly 60 sheep producers who operated around Oakley beginning in 1882 (Dayley). By the mid 1880's sheep were rapidly replacing cattle (Booth n.pag.).

Starrh's Ferry, on the Snake River north of present Burley, was built in 1880. Cattle and sheep men in the Cassia County area used it when trailing their herds north to sell in the new Wood River Mining District around Hailey (Wright: 82). After the railroad was built through southern Idaho, ranchers continued to use the ferry to take their stock to ship at Kimama on the new line. Prior to the ferry, some ranchers swam their stock across the Snake River (Wright 82).

#### ELKO COUNTY, NEVADA

John Sparks came to Nevada from Texas in 1868 and wintered a herd of longhorns in the San Jacinto country near Jackpot, Nevada (Mack 178, Bowman 55). He moved on into Idaho and established ranches along Salmon Falls Creek just north of the Nevada-Idaho line (Patterson 380).

Jasper "Barley" Harrell, a wealthy California rancher, brought cattle from Texas to the Thousand Springs Valley in northeast Nevada about 1870. He bought a ranch near Tecoma, a town on the Central Pacific Railroad east of Wells, and other properties in Thousand Springs Valley (Young 53). He became well-established in Elko County, Nevada, and expanded into Idaho.

About 1872 Harrell established the Shoesole Ranch at Rock Creek, Idaho, near Stricker Stage Station. He also bought or established ranches on Goose creek in both Nevada and Utah and on Salmon Falls Creek in Nevada and Idaho. Some of his other ranches were the H D, on Thousand Springs Creek (Nevada), the

Winecup on Goose Creek (Nevada), and the Rancho Grande on Goose Creek north of the Winecup (Utah). His ranching operation was known as the Shoesole Outfit (Young 54) and was one of the largest in Idaho and Nevada.

In 1881, John Sparks formed a partnership with John Tinnin and began purchasing the Harrell ranches. The Sparks-Tinnin Company became one of the largest cattle operations in the west. During the 1880's, the Company grazed an estimated 175,000 cattle from Junction Valley on the east to the Bruneau River on the west and from the Snake River to the north to Humboldt Wells in Nevada (Bowman 56). John Sparks later became Governor of Nevada. The city of Sparks, Nevada, is named for him.

#### BOX ELDER COUNTY UTAH

Settlement of Box Elder County began in 1851 when a party under the direction of Simeon A. Carter was sent by the Mormon Church to explore settlement possibilities at Box Elder Creek near present-day Brigham City. Brigham City and Willard were founded later that year (Poll 149). Box Elder County was created in 1856. The first settlers on Grouse Creek, south of City of Rocks, arrived in 1877 (Bedke, H. n.pag.).

During the 1870's and 1880's, the Rose family established a ranch on the southern slopes of the Raft River Mountains and brought in 2,000 head of cattle (Beckstead 43). James W. Taylor had a ranch on the north side of this range and was running 12,000 cattle along the Utah-Idaho border by 1881 (Beckstead 43, 65).

One of the first cattle barons in Utah was Alexander Toponce. He had worked his way west as a stage driver for Ben Holladay and an assistant wagon boss for Albert Sidney Johnson when Johnson's Army came to Utah in 1857. Shortly after completion of the transcontinental railroad, Toponce began stocking the ranges north of Corinne with cattle. At one time he had between ten and twelve thousand head along the Bear River between Corinne and Garland, Utah (Beckstead 49).

Much of the land in Box Elder County had been awarded to the railroads as railroad grants by the government and was available for purchase. In 1883 Toponce joined with John W. Kerr to buy 90,000 acres and form the Corinne Mill, Canal and Stock Company. They stocked the range with 5,000 cattle, 1,000 horses, and 26,000 sheep. Through a double-cross, Kerr ended up with all the shares. Toponce fought several expensive legal battles but never recovered his share (Beckstead 49).

The largest of the cattle operations in Utah was the Golden State Land and Livestock Company, known as the Bar M. The owner was Charles Crocker, one of the principal owners of the Central Pacific Railroad. The headquarters was a mile north of the

location of the driving of the Golden Spike. Here Crocker built a two-story mansion where he stayed occasionally and entertained influential friends. Among Railroad and other lands, he owned 400,000 acres and controlled most of the water in Box Elder County. At one time in the 1880's, the Bar M was running 75,000 head of cattle. Cattle ranged from Promontory, Utah, west to the Nevada line and north into Idaho. The company also owned the huge Bar M ranch near Idahome, Idaho, in Raft River Valley. After selling his own ranch at the head of Raft River in 1886, J.W. Taylor became manager of the Bar M (Beckstead 93).

After Crocker died in 1890 the huge ranch was sold off in parcels and much of it was bought by the Browning Brothers of gun-making fame in the early 1900's. Their ranch was known as the Bar B (Beckstead 95, 219).

### INFLUENCE OF THE RAILROADS

Completion of the transcontinental railroad in 1869, changed the pattern of trailing livestock and doing business. It was now possible to ship cattle from Kelton, Utah, or Toano or Winnemucca, Nevada. When sheep ranching began in south central Idaho, wool was freighted to Kelton for shipment.

The first railroad into Idaho was the Utah Northern, a narrow gauge line built from Ogden to Franklin in 1873-74. The name was changed to the Utah and Northern and later to the Utah and Northern Railway Company. The line was extended through Idaho in the late 1870's and joined with the Northern Pacific at Garrison, Montana, in 1884 (Arrington 1994: 313-319). As the rails were extended new shipping points developed for livestock and wool. Blackfoot and Eagle Rock (Idaho Falls) were popular for many stockmen in south central Idaho.

Construction of the Oregon Short Line began at Granger, Wyoming, in 1882 and was completed to Huntington, Oregon, by 1884. Construction of the O.S.L. caused travel on the Oregon Trail to almost cease and eliminated the need for the Kelton-Boise stage and freight lines (Chatburn). It also provided many new shipping points for livestock and wool. Bliss, Shoshone, and Kimama became major shipping centers for wool and sheep from south central Idaho and northern Nevada. The first shepherders in the Goose Creek valley were Chinese who had worked on construction of the O.S.L. or mined in the Snake River Canyon (Wright 78).

In the early days, wool from the Cassia County area was freighted to the railroad at Kelton, Utah. The return load was stock salt. After the Oregon Short Line was built, wool was freighted to Kimama for shipping. As many as 50 to 75 wagons loaded with wool would be headed to the railroad at once. Many of the drivers would race to see who could get there first (Dayley).

## DEADLINES AND FRONTIER LAW

Competition between sheep and cattle owners developed early on Idaho rangelands. In 1867 the Idaho Territorial Legislature passed an enclosure act allowing farmers to fence their lands to prevent destruction from stock on the open range. Cattle and sheep were still allowed to roam unrestricted on unfenced land (Blank 14).

By the early 1870's, when thousands of transient sheep began trailing across southern Idaho, cattlemen used their political influence to get several anti-sheep laws passed (Blank 15). In 1874 the Idaho Territorial Legislature passed the "Two Mile Limit" making it illegal for any person owning or having possession of sheep to herd them or permit them to be herded on the "possessory claims" of others. Grazing of sheep was strictly forbidden within two miles of any dwelling, but they could be driven by (Wentworth 527). The law took effect in January 1875. In 1883, cattlemen, with the aid of homesteaders, pushed through a Priority Rights Law which made it unlawful to range sheep where cattle had been grazed (Wentworth 527, Blank 15).

The Two Mile Limit Law triggered a controversy that caused the death of Gabo Fango, a black sheepherder, in the winter of 1886. Fango and Walter Mathews of Oakley had leased a band of sheep from Thomas Poulton. Frank Bedke, an Oakley cattleman, and a companion rode into Fango's camp in the Goose Creek Valley north of Oakley and told him to leave. An argument ensued and Bedke shot Fango four times. Bedke reported the incident to the sheriff at Albion, claiming self defense. The first trial ended in a hung jury. Bedke was acquitted at the second trial. He was a non-Mormon cattleman in what had become Mormon sheep country. This, coupled with the growing sheep vs cattle sentiment at the time, pitted many of his neighbors against him (Controversial Death n.pag.).

The Diamondfield Jack incident of 1896 caused one of the most controversial court cases in Idaho history. Early that year cattlemen from around Rock Creek asserted that sheepmen from around Oakley were trespassing into lands claimed by cattlemen under Idaho's Priority Law (Wentworth 527). Cattlemen had established a deadline on a ridge on the west end of the Cassia Range, 20 miles west of Oakley. Sheep were to stay east of the line and cattle to the west. John Sparks, of the Sparks-Harrell Cattle Company, hired Jack Davis to patrol the line (Court Records) but sheep from the Oakley area continued to cross into cattle territory (Wentworth 528, Grover 19).

Sheep belonging to John C. Wilson, an Oakley sheepman, were moved into Shoshone Basin, west of the Deadline, by Wilson and Daniel C. Cummings. Some time later, both herders were found dead in their camp. Davis was arrested and brought to trial in Albion.

A battery of noted lawyers was assembled for each side. John C. Rogers, prosecuting attorney for Cassia County, was assisted by William E. Borah, future Senator from Idaho, and by O.W. Powers, a respected attorney from Salt Lake City. John Sparks hired James Hawley (later Governor of Idaho) of Hawley and Puckett of Boise. After a 13 day trial, Davis was found guilty and sentenced to hang. During the next several years he was spared on two occasions by last-minute stays of execution from the Governor (Wentworth 528, Court Records).

Although two men later confessed to the murders, six years passed before Davis was pardoned by the Governor in 1902. One of the men who confessed was James Bower, Spark's foreman and a respected local rancher. He admitted his involvement to Sparks and the two agreed to stay silent, assuming Davis would be acquitted. Jeff Gray, a young local cowboy, claimed he shot both herders when they threatened Bower. Gray and Bower later went to trial, plead self defense, and were acquitted (Grover 109, 110).

Another deadline was established south of Oakley at Junction Summit (Lyman Pass) just west of City of Rocks. J. Newell Dayley, pioneer Oakley sheepman, wrote:

"Any sheep or herder caught south of that line were treated quite rough. The cattlemen hired a man by the name of Johnson to do their dirty work. Herders were whipped and beat shamefully. Camps were moved by a rope tied to the tongue of the wagon and dragged for some distance where they were tipped over and all contents destroyed. John Dahlquist was caught in his camp cooking dinner one day by two cowboys, but he was prepared for them because he received a terrible beating at the hands of some cowboys just a few days before. One cowboy threw his rope around the stovepipe, the other one got his rope on the wagon tongue and told Dahlquist he was going for a fast ride. The herder, who had a butcher knife in his hand, reached out, grabbed the rope on the pipe, and cut it and then picked up his gun and told the intruders to get moving. He was never bothered after that." (Ward).

The Diamondfield Jack incident was a turning point in sheepmen-cattlemen relations. Cattlemen had lost much of their political advantage in Idaho and gradually became more tolerant of sheepmen (Wentworth 528). Gravestones for Fango, Cummings, and Wilson in the Oakley Pioneer Cemetery are mute testimony of these bitter times.

## BAD WINTERS, TOUGH TIMES

Between 1865 and 1890, a series of droughts and hard winters changed the course of the livestock industry in the Intermountain West. Each event took its financial toll. Many stockmen had built empires overnight and were suddenly broke. Some started over and were successful again. Free range, abundant forage, and low cost of operation were margins that favored stockmen in the early years. By the 1880's, the range had filled up and forage was seriously depleted from droughts and overuse. By then the margins had disappeared and the stage was set for major changes.

In the early days, stock were wintered on the open range without supplemental feed, following the traditions in Mexico and Texas. Ranchers in the intermountain area experienced hard winters about every 5 or 10 years. Starvation and cold temperatures sometimes killed most of a herd.

The winter of 1889-90 was devastating to stockmen in the Intermountain area. It was preceded by a drought that left cattle in a weakened condition before winter. By the spring of 1890 thousands of cattle, sheep, and horses had died and many stockmen were ruined. Pioneer sheepman, W.V. Carson, who wintered near Oakley, described his experience this way: "Then came the hard winter of 1889. We lost a fortune. We had to skin 4,500 [sheep] on 40 acres. By spring we only had 2,500 head of sheep left.....Many a man lost all the stock they had" (Estes 43). Sheepmen salvaged the pelts from dead sheep.

Idaho sheepman Frank Gooding called that winter "The Great Equalizer" because it caused many ranchers to start over again (Breckenridge). It was the final lesson in the hazards of "wintering out" and both sheep and cattlemen were forced to develop hay land for supplemental winter feed. Transient sheepmen with little or no property had to either buy land for hay production or quit the business. Many quit.

The disastrous winter caused a temporary void on the cattle ranges in Idaho, Oregon, Nevada, and Utah, but it was soon filled with sheep from surrounding states. Many sheep had been wintered in warmer locations and had survived better than cattle. Some cattlemen found they could restock with sheep much cheaper than with cattle and decided to make the switch. After years of domination by the great cattle companies, the Oakley and Raft River Valleys shifted to sheep.

By 1890, there was an abundance of sheep in other States and their owners were looking for new range. Within the next 15 years, thousands of sheep streamed in to fill the voids in the intermountain states. Their huge numbers later set the stage for another crisis when the Forest Reserves were created.

## CREATION OF THE FOREST RESERVES

By the latter part of the 19th century, it was obvious that serious problems were developing on the public domain. The idea of conserving natural resources, with a particular emphasis toward forestry, was beginning to take shape in the United States. Thoughtful people were alarmed at the rate forest resources were being used and the destruction caused by logging, grazing, and wildfire. A small but growing number of conservationists finally persuaded Congress to consider the need for a nationwide conservation program. As a result, Congress passed legislation on March 3, 1891, allowing for portions of the public domain to be set aside as forest reserves by Congress or Presidential Proclamation. President Harrison created the first Reserve on March 30, 1891, and went on to set aside a total of 13 million acres during his term (Little n.pag.).

The process of creating a Reserve often began with a petition from settlers who lived near or used an area. Reasons given usually cited the need for protection from destruction by lumbermen, livestock, wildfire, or the decline in water supply. An inspector from the Government Land Office would then inspect the area and recommend for or against the proposal. The Cassia Reserve (present Twin Falls District of the Sawtooth National Forest) was created "...to protect watersheds and regulate grazing." The reasons for creating the Raft River Reserve, which included part of the City of Rocks, are not known, but were probably much the same (Little n.pag.).

President Theodore Roosevelt established the Cassia Reserve June 12, 1905, and Raft River Reserve, November 5, 1906. The Reserves became National Forests in 1907. They were merged to form the Minidoka National Forest in 1908. In 1953 the Minidoka Forest was combined with the original Sawtooth Forest to form the current Sawtooth Forest (Little n.pag.).

The Raft River Reserve consisted of the Goose Creek (later renamed Albion), Sublette, Black Pine, and Raft River Divisions. Peter T. Wrensted served as the first Supervisor in 1906 of this and the Cassia Forest Reserve, with his office at Pocatello. The four divisions still exist with some modifications (History Minidoka 14).

George H. Severe was the first Ranger of the Goose Creek (Albion) District in 1907. His headquarters were at Albion in the winter and the Hereford Ranger Station, on the mountain between Oakley and Elba, in the summer. The northern tip of the City of Rocks Reserve was originally part of the Albion Mountain Division and the original Goose Creek Ranger District.

By the mid-1880's, there were an estimated 200,000 cattle and several thousand horses on the rangelands of the Minidoka Forest and surrounding lower ranges including City of Rocks (History Minidoka). Although many died in the winter of 1889-90, the number of livestock, especially sheep, increased rapidly after 1890.

Since the ranges were heavily overstocked, Rangers developed a preference system to decide who could continue to graze on the Reserve and to issue grazing permits. Those who owned base property and lived on or near the Reserve were given first priority. Transient operators with no base property were assigned a low priority and thus excluded. This single action eliminated thousands of transient sheep from the Forest Reserves. Appendices D and E list the names of stockmen who were the first permittees on the new Forests in 1907. Many were pioneers whose descendants still live near or graze livestock on Federal lands in the vicinity of City of Rocks.

Many people were opposed to creation of the Forest Reserves. Some of the most vocal were Idaho's Senator Heyburn and prominent Gooding sheepman, Frank Gooding, who later became Governor. Time changed this feeling, at least for some.

Pioneer cattleman Lou Sweetser of Malta remarked: "Oldtime cattlemen opposed the delivery of the mountain ranges into the hands of the conservationists. But many of those who still remain are inclined to acknowledge they were in error" (History Minidoka 12). It was a fitting observation in the final years of the free range.

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## APPENDIX A

### CHRONOLOGY OF SOME KEY EVENTS

- 1834 First cattle appear in Idaho when Nathaniel J. Wyeth, founder of Fort Hall brings three cows to the post.
- 1841 Bidwell-Bartelson party skirt north end of Great Salt Lake just south of City of Rocks. First group of settlers to take California Trail.
- 1842 Joseph B. Chiles discovers Granite Pass while looking for a passable wagon road to California. Pass first discovered by Peter Skeen Ogden's Hudson Bay Co.'s Snake River Brigade in 1826.
- 1843 First emigrant party, and their livestock, to trail through City of Rocks was the Joseph Reddford Walker party.
- 1846 Donner Party, encouraged by Lansford W. Hastings, takes short cut to California by crossing salt flats south of Great Salt Lake.
- 1846 Applegate Trail laid out. Allows Oregon emigrants to follow California Trail up Raft River, through City of Rocks, down Humboldt River, and enter southern Oregon.
- 1846 Oregon become a U.S. Possession.
- 1847 First Mormons enter Salt Lake Valley following route through Wasatch Mtn. pioneered by Donner Party.
- 1848 Gold discovered in California.
- 1848 U.S. acquires lands claimed by Mexico including Granite Pass.
- 1848 California becomes a U.S. Possession.
- 1848 Samuel J. Hensley, discovers Salt Lake Alternate while headed for California on horseback. Describes route to a company of Mormon Battalion volunteers headed for Salt Lake City. They are first to take wagons over it.
- 1849 Benoni M. Hudspeth and John J. Meyers create Hudspeth cutoff between Soda Springs and Cassia Creek (Connor, Id.) where it joined California Trail. Saves about 23 miles and two days travel.
- 1850 Granite Pass becomes part of Utah Territory.
- 1850 Cyrus Loveland records cattle drive from Missouri to California through City of Rocks.
- 1850 A. Woodward and Co's. ("Jackass Mail") mail route from Salt Lake City to Sacramento goes past City of Rocks and over Granite Pass.
- 1853 Kit Carson and Lucien Maxwell drive 13,000 sheep through City of Rocks on their way to California.
- 1859 U.S. contracts building of Lander Road.
- 1863 Pony Express begins between Salt Lake City and Boise.
- 1864 Idaho becomes a Territory.
- 1864 Ben Holliday contracts to carry mail from Salt Lake City to Walla Walla via Boise.
- 1869 Transcontinental railroad completed. Corinne and Kelton, Utah become freighting centers.
- 1869 Kelton Freight Road established between Kelton, Ut. and Boise, Id.

- 1869 John Hailey acquires mail contract. Route essentially follows old Salt Lake Alternate. First route may have run east of City of Rocks. Later route ran through it and stage station built there.
- 1871 David Shirk and his partners, trailing 1500 head of longhorns from Belton Texas, stop to rest their herd a few days at City of Rocks before going on to Silver City, Idaho.
- 1872 Granite Pass winds up in Idaho following Daniel Major's Idaho-Utah boundary survey that year.
- 1873 Utah Northern Railroad built to Franklin, Id. First Rails into Idaho.
- 1875 Settlement begins at City of Rocks when James Q. Shirley fenced a ranch in the Cove above Almo.
- 1882-84 Oregon Short Line RR built across southern Idaho from Granger, Wyo. to Huntington, Ore. Kelton stage and freight road abandoned when contracts transferred to railroad.
- 1890 Thousands of sheep and cattle die from starvation during severe winter of 1889-90. Many ranchers are broke.
- 1896 Diamondfield Jack Davis wrongfully convicted of killing two shepherders. Pardoned by Governor in 1902.

## APPENDIX B

### PIONEER SKETCHES

FRANK C. BEDKE arrived at the Basin in 1878 with 97 head of cattle and developed a ranch at what became known as Bedke Spring. In 1898, he purchased the Householder and Jews Harp Ranches on Goose Creek, south of Oakley and ran cattle in this area (Bedke, Ray).

W.V. CARSON brought a sizable herd of cattle to the "Island" north of Oakley in 1881. Later, he switched to sheep and at one time was grazing 7000 on Carson Creek in the Albion Mountains near Oakley. Lost most of his sheep in the severe winter of 1889 (Estes 43).

JAMES DAYLEY and his sons, Thomas, Heber, and Elishae arrived June 1, 1878 and are the first to settle in the Basin, northeast of present Oakley. Each staked out a claim to 160 acres (Wright n.pag.).

GEORGE EMERY started a ranch on Raft River near City of Rocks in 1878. By 1886, the Albion Times considered Emery as "one of the four or five biggest cattle kings of Cassia County and having an excellent stock ranch on upper Raft River." He was Governor of Utah from 1875 to 1880 (Oliphant 1968: 196).

SAMUAL R. GWINN came to the Albion country some time before 1878 and was running about 10,000 cattle on the range from Marsh Creek east to Rock Creek, south of Rockland, Idaho (Estes 600). According to the Albion Times, in 1886, Gwinn had a home ranch on Marsh Creek and three other ranches on Raft River and ran about 12,000 cattle (Oliphant 1968: 195). When he sold to Sweetser and Pierce, they became the largest land and cattle owners in the area (Estes 601).

SOLOMON E. HALE first came to Oakley Valley from Grantsville, Utah in 1878 searching for meadowland for his sheep. Several times he bedded his herd in the sage-covered country where the city of Twin Falls now stands. He returned in 1884, purchased a squatter's right near the mouth of Goose Creek and went on to become a prominent woolgrower. He was president of the Cassia County Woolgrower's Association at the time of the Diamondfield Jack murder trial and personally selected William Borah to act as prosecutor in the case (Undated article in the Oakley Herald quoting an article in the Twin Falls Times-News of July 30, 1944).

WILLIAM JONES homesteaded 160 acres at Almo in 1880 and went on to develop a large sheep and cattle operation. His herds grazed the hills around Almo and City of Rocks in the 1880's. Besides the home ranch at Almo, he bought or leased several ranches in Idaho and Utah including the Gwinn Ranch, Upper Ranch at Moulton,

Cotton Thomas Basin Ranch (Utah), Cottonwood Ranch, Clear Creek Ranch, Emery Ranch, the Bar M Ranch at Idahome, and other properties (Pierce, Garret).

KEOUGH BROTHERS had a large ranch near the townsite of Bridge, south of Malta. By 1886, the brothers had incorporated with W.S. McCormick as the Raft River Land and Cattle Company and ran 7000 head of cattle. They specialized in cattle of good quality and, unlike many early ranches, they put up some hay for winter feed (Pierce, Oliphant 1968: 194).

FRANCIS MARION LYMAN came to the Basin in 1881. The town of Marion, Idaho was named for him and possibly Lyman Pass (Arrington 1979: 38).

JAMES M. PIERCE arrived in the Raft River Valley in 1871 with 2000 head of Texas cattle owned by John Sparks. He placed them at the Sweetser and Shirley cow camp on Raft River. Three years later, he became Superintendent of the Sweetser Cattle Company. In 1880, he formed a partnership with Andrew and Frank Sweetser called Sweetser and Pierce (Estes 276, Pioneer, and Oliphant 1968: 195).

RUSSELL-BRADLEY COMPANY began in 1872 when J.R. "Broadhorns" Bradley and George Russell formed a partnership with headquarters in Elko, Nevada. They developed a huge cattle ranching operation in northeastern Nevada and southcentral Idaho. They had a ranch at Oakley Meadows, 2 miles northwest of Oakley in the early 1870's. At one time, they summered 2000 cattle in Marsh Valley, east of Albion, and about 10,000 on the Cassia Range west of Oakley. They had common roundups with John Sparks and other cattle companies where the city of Twin Falls now stands. They wintered their Idaho cattle in the Goose Creek Valley between Oakley and the Snake River (Booth n.pag., Young 104, and Estes 600).

ANDREW SWEETSER arrived in Raft River Valley soon after James Shirley and established a cow camp on the Raft River bottoms at what is now the Jack Pierce Ranch a short distance south of Malta, Idaho (Pioneer n.pag.). Over the years, he was a member of various partnerships that ran thousands of cattle in the Raft River Valley. His son, Lewis H. Sweetser was also a long-time cattleman in Raft River Valley.

FRANK SWEETSER was an early cattleman in Raft River Valley and brother to Andrew Sweetser. After spending a few years in the Raft River country he went to eastern Oregon in 1879 where he formed a partnership with Tom Overfeldt. He later became a cattle dealer in Winnemucca and prospered as a member of the firm of Stauffer and Sweetser which had ranges in northern Nevada and eastern Oregon (Oliphant 1968: 198).

APPENDIX C

FIRST HOMESTEADERS IN THE CITY OF ROCKS NATIONAL RESERVE

Data from Tract Books of the former General Land Office (Vol. 71 of the Washington D.C. Office Tract Books, Idaho Series), courtesy Bureau of Land Management, Denver, Colorado. Data in possession of author.

Applicants may have occupied the land for a year or more prior to making a formal "Date of Entry." This information is not shown on Tract Records.

Last column shows the date of patent (Pat.) or date of Final Certificate (F.C.). A Final Certificate was issued when a homestead was approved by the local land office and sent up for patent to the General Land Office in Washington. A Final Certificate was not a patent.

Dark areas on the photocopies of the tract book pages made some data difficult to read. Minor errors may exist in acreage or ownerships.

Sec.	T.	R.	Acres	Name	Date of Entry	Date Cert. or Patent
19	15S	24E	160	John J. Bruesch Jr.	1915	1918 Pat.
20	"	"	80	George B. Grahm	1893	1898 F.C.
20	"	"	80	John J. Bruesch	1903	1906 F.C.
20	"	"	160	George Grahm	1889	1890 F.C.
29	"	"	240	Thomas Shomaker	1920	1926 Pat.
30	"	"	329	Tory Campbell	1918	1921 Pat.
31	"	"	160	John Flower	1914	1917 Pat.
31	"	"	160	George W. Linford	1888	1888 F.C.
31	"	"	170?	George Davis	1892	1898 F.C.
31	"	"	170	John H. Flowers	1915	1917 Pat.
32	"	"	280	Thomas Shomaker	1920	1926 Pat.
32	"	"	200	Mary Ann Tracy	1901	1905 F.C.
32	"	"	160	Clara Campbell	1909	1911 Pat.
26	15S	23E	160	Thomas N. Fairchild	1912	1916 Pat.
26	"	"	160	Charles Freckleton	1913	1917 Pat.
35	"	"	320	Henry E. King	1930	1935 F.C.
6	16S	24E	121	Eugene L. Durfee	1914	1918 Pat.
7	"	"	171	Eugene L. Durfee	1912	1919 Pat.
18	"	"	164	Samuel P. Mikesell	1911	1919 Pat.
18	"	"	124	Samuel P. Mikesell	1913	1917 Pat.
19	"	"	329	James R. Eames	1914	1918 F.C.
1	16S	23E	unk.	Martha M. Rogers	1911	1916 Pat.
1	"	"	unk.	John T. Hansen	1909	1918 Pat.
2	"	"	320	Charles O. Fairchild	1912	1917 Pat.
11	"	"	160	Henry L. Jones	1919	1921 F.C.
12	"	"	160 ?	John T. Hansen	1909	1918 Pat.
12	"	"	160 ?	John T. Hansen	1913	1918 Pat.
12	"	"	320 ?	Martha M. Rogers	1911	1916 Pat.
12	"	"	160 ?	Henry L. Jones	1918	1922 Pat.
13	"	"	160	Meritt A. Osterhout	1913	1919 Pat.

Sec.	T.	R.	Acres	Name	Date of Sale	Date Cert. or Patent
13	16S	23E	40	Meritt A. Osterhout	1915	1919 Pat.
14	"	"	320	Walter M. Mooso	1913	1916 Pat.
14	"	"	320	Sherman B. Wilcox	1913	1919 Pat.
23	"	"	320	Frank J. Trunkey	1913	1919 Pat.
24	"	"	320	John W. Moon	1911	1916 Pat.
24	"	"	320 ?	Ernest W. Sparks	1912	1918 Pat.
24	"	"	80	Joseph R. Moon	1912	1925 Pat.

UNITED STATES DEPARTMENT OF AGRICULTURE  
FOREST SERVICE

Report on Grazing  
Cassia National Forest  
Season of 1906.



7,500 head of cattle and horses were allowed to graze on the above Forest. 8,700 were applied for. In making the reduction I cut all the applicants from 40 head and up about 10%.

Season of 1907.

10,000 cattle and horses were allowed and permits were issued for 8,578.

SHEEP

Season of 1906.

50,000 were allowed to graze on the above Forest. 57,000 were applied for. The larger applications were cut down.

Season of 1907.

30,000 were allowed on the above Forest. 29,890 were applied for and permits granted for same.

Respectfully submitted,

*Peter J. Whelan*  
Forest Supervisor.

Cassia National Forest.

Name of Owner	Cattle	Horses
John Adams	75	--
Peter Anderson	70	--
Jos. Alexander	40	--
J. Anderson	17	--
Geo. A. Adams	8	--
D. P. Albee	5	10
T. M. Atkins	75	--
W. H. Bunn	5	--
N. G. Bunn	--	10
A. N. Bates	25	--
Oliver Bates	20	20
H. Bolch	8	--
B. L. Briggs	10	--
F. C. Badke Frank	200	--
O. E. Bates	50	5
Orson P. Bates	7	15
R. Brose	120	--
Geo. M. Clark	56	2
Clark & Elquist	75	--
P. Clark	8	--
Geo. Croner	20	--
W. H. Croner	18	--
J. H. Croner	20	--
J. A. Carson	30	--
W. V. Carson	30	--
Geo. Clark	5	10
E. M. Crockett	200	10
Geo. Durfee	75	10
W. Dummer	25	--
J. T. Devaine	150	15
Geo. A. Day	75	--
E. Emery	50	15
C. G. Edison	10	15
A. J. Fuller	175	25
WM. R. Gray	60	20
O. L. Gee	--	7
R. P. Howells	75	--
L. Hansen	140	--
S. E. Hale	15	--
J. Iverson	150	7
J. N. Jensen	20	--
D. M. John	--	100
A. & H. Jones	730	20
J. Larsen	25	10
L. T. Larsen	40	--
W. R. Lee	100	--
E. M. Larsen	375	--
H. P. Larsen	200	6
W. G. Martin	30	3
Thos. McBride	40	--
A. T. Martindale	20	--
R. G. Martin	12	--
WM. R. Martin	25	5
S. Nelson	35	--

Cassia National Forest.

Name of Owner	Cattle	Horses
L. A. Nelson	--	20
A. B. Norton	240	10
L. H. Norton	1050	500
M. Okleberry	20	--
- M. Pickett	12	--
Petersen & Larsen	350	10
- W. H. Ponlton	50	--
J. B. Rice	40	15
P. A. Show	100	10
WM. Severe	--	15
H. H. Severe	--	25
J. Smith	10	10
H. Session	8	--
J. Smith	50	--
- Spark & Harrell Co.	1560	90
WM. C. Tanner	20	5
F. J. Terrill	250	--
S. R. Worthington	25	75
A. C. Worthington	40	--
C. O. Workman	12	--
WM. Whittle	25	--
J. Worthington	50	75
W. M. Worthington	--	25
WM. Warr	40	2
D. B. Wilson	10	--
Total	<u>7811</u>	<u>767</u>

Cassia National Forest.

SHEEP

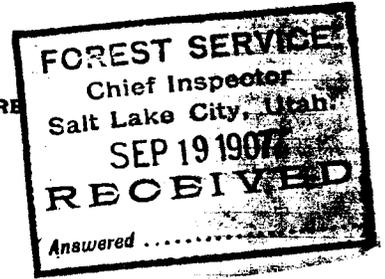
Name of Owner	Number of Sheep
Thos. H. Clark	1800
J. Curtis	1550
Wm. Elquist	1800
John McMurray	4020
Oliver Pickett	4000
M. Pickett	250
Hyrum Pickett	2500
R. Poulton	850
James Port	900
A. A. Poulton	1400
R. R. Land & Live Stock Co.	4300
J. I. Tolman	1820
Geo. W. Walker	1850
David Walker	2850
Total	<u>29890</u>

APPENDIX E

FIRST PERMITTEES TO GRAZE RAFT RIVER NATIONAL FOREST

Note: The Goose Creek Division is now called the  
Albion Mountain Division.

UNITED STATES DEPARTMENT OF AGRICULTURE  
FOREST SERVICE



Report on Grazing

Raft River National Forest

This is the first season the above Forest has been under administration. All stock which had grazed regular on the Forest were granted permits and grazing fee charged.

Goose Creek Division.

Cattle And Horses	3042
Sheep	14665

Sublett Division.

Cattle and Horses	1974
Sheep	5000

Black Pine Division.

Cattle and Horses	2143
Sheep	1550

Raft River Division.

Cattle and Horses	1516
Sheep	31829

Respectfully submitted,

*Peter J. Wrensted*  
Forest Supervisor.

Raft River National Forest

Goose Creek Division.

Name of Owner	Cattle	Horses
Mary Alcanta	30	--
S. H. Barker	50	16
P. A. Beecher	125	8
J. T. Bristow	32	--
E. Brackenbery	20	10
F. C. Badker	--	10
WM. H. Braden	--	6
E. L. Bates	3	4
O. L. Beecher	30	--
S. E. Baker	20	--
S. M. Beecher	100	5
M. E. Beecher	25	--
J. J. Bruesch	30	--
E. Bigler	21	6
S. J. Barker	8	5
B. O. Barker	26	9
H. R. Cahoon	20	5
J. Chartburn	100	--
W. J. Cole	10	4
W. W. Chartburn	30	--
Thos. Dayley	70	--
J. N. Dayley	8	--
P. D. Dayley	8	--
J. Darrington	27	--
J. W. Durfee	11	--
" " "	95	--
E. Durfee	3	5
H. M. Durfee	2	4
H. D. Durfee	15	5
WM. L. Fames	25	3
E. J. Fairchilds	8	22
Geo. Graham	12	6
O. A. Gee	12	--
S. E. Gary	35	5
A. T. Hoagland	15	--
Geo. Hepworth	5	--
R. M. Harper	20	--
Geo. Hepward	10	--
S. Hepworth	2	2
David Hubbard	15	--
E. T. Homer	9	2
Thos. Harsley	40	--
L. Hogue	9	--
R. M. Howell	11	8
G. S. Hodfield	45	3
WM. E. Johnston	70	15
S. H. Jones	12	10
Thos. O. King	20	--

#2

Raft River National Forest  
Goose Creek Division

Name of Owner	Cattle	Horses
N. Leavitt	19	6
J. Livingston	4	1
R. K. Lessey	30	--
John Lowe	150	--
C. R. Lowe	25	--
R. J. Marshall	50	--
S. Mahoney	85	5
B. Mahoney	65	3
J. G. Martin	100	10
J. J. Millard	20	--
T. Mathews	25	--
S. P. McIntosh	12	--
H. R. Mathews	15	--
H. M. Moon	25	--
Fred H. Ottley	37	2
J. H. Ottley	22	4
A. H. Parke	70	--
C. D. Pierson	40	--
F. W. Parish	10	3
WM. S. Poulton	20	--
J. C. Pettingill	14	4
T. Poulton	14	--
E. Pettingill	10	2
Thos. Robinson	--	12
WM. Rasmussen	24	6
Adam Sagers	19	3
M. D. Savage	22	5
Joseph Savage	14	--
Jess Stevenson	4	4
J. H. Stothard	15	--
E. J. Stokes	38	--
Thos. Taylor	17	1
A. A. Tanner	10	--
Harry Taylor	60	3
James T. Taylor	12	--
W. E. Tracy	25	20
Joseph Udy	110	12
Chas. R. Ward	50	--
H. L. Wickel	55	6
D. H. Ward	30	10
W. Wickel	5	5
E. D. Whitaker	6	5
Mike Wheyland	35	--
James Wake	15	10
Total	2722	320

SHEEP

Raft River National Forest

Goose Creek Division

Name Of Owner	Number of Sheep
Cook & Payne	1930
J. K. Dayley	450
P. D. Dayley	250
Thos. Dayley	575
Erma J. Fairchilds	980
DavidHubbard	1800
Thos. Horseley	1200
Don C. Loveland	1600
H. R. Mathews	2100
Tim Mathews	1500
Parke Bros.	2000
James Palmer	200
Jesse Stevenson	80
Total	<u>14665</u>

Raft River National Forest.

Sublett Division

Name of Owner	Cattle	Horses
Chas. Arbon	100	--
Andrew Anderson	25	--
R. A. Blaisdell	25	--
L. A. Corey	135	--
Mrs. Agnes Conant	300	7
James Cottam	100	--
O. L. Cleveland	20	--
D. B. Dille	25	3
Burt Eliason	50	--
Mrs. Sara Gamble	70	--
Frank Galliher	80	20
R. V. Hitt	40	--
J. B. Hitt	380	15
H. P. Houtz	--	35
John Hartley	--	50
James Hartley	100	--
Edward Hunter	75	--
Fernando Hanson	--	6
Dan'l. Horn	12	10
Geo. H. Hansen	100	--
J. J. Larkin	25	--
A. Lounsbury & Son	160	--
H. E. Walker	1	5
Total	<u>1823</u>	<u>151</u>

SHEEP

R. R. Land & Live Stock Co. 5000

Probably Raft River  
L + L belonging to  
Keogh Brothers and  
W.S. McCormick

Raft River National Forest.  
Black Pine Division.

Name of Owner	Cattle	Horses
WM. Barnes	70	15
Phil. Burrows	80	--
F. Burrows	125	--
L. D. Barnes	14	5
C. S. Christopher	21	--
Oscar Gustaveson	15	--
W. J. Gunnell	100	19
Higley Bros.	12	20
Robt. Hutchison	110	15
A. W. Huston	--	21
J. E. Hugentabler	3	2
Geo. B. Jones	70	--
Thos. B. Jones	33	--
Chas. L. Kempton	10	--
Adam Larsen	150	--
A. O. Lee	45	--
O. D. McIntire	40	--
Jesse Mayne	30	--
J. F. Manfield	29	--
Mortenson & Carroll	450	50
J. S. McGill	80	--
Andrew Olson	--	6
Orson Platte	34	16
E. Parke	115	6
R.L. Rice	150	5
E. J. Showell	150	--
James A. Tracy	25	2
Total	<u>1961</u>	<u>182</u>

SHEEP

Neddo & Osterhout

1550

## Raft River National Forest

### Raft River Division

Name of Owner	Cattle	Horses
Ed. Bartlett	20	--
John Blyth	25	20
J. B. Brown	50	--
Jos. H. Burton	52	--
J. W. Badger	14	2
S. Badger	8	4
George Badger	10	--
Mrs. D. R. Chadwick	9	2
M. E. Colman	9	--
C. W. Carter	82	--
John M. Carter	42	--
E. F. Carter	55	--
O. Chadwick	8	4
J. W. Jallahan	10	--
John A. Eckerley	8	--
J. F. Holley	65	--
David Hirchi	60	--
W. A. & Floyd Holly	90	--
D. James	15	12
Thos. B. Jones	--	8
J. Kunzler	120	13
Dell & Roy Kempton	45	--
A. O. Lee	3	4
Oscar Larsen	70	--
A. J. Larsen	70	--
O. D. McIntire	--	9
F. C. Mecham	16	3
J. A. Montgomery	8	5
Robt. Montgomery	7	6
James Montgomery	25	1
W. M. Newman	8	--
Gustave Oman	5	2
James W. Palmer	25	3
Henry Rose	75	--
Oscar Rose	5	7
E. H. Taylor	15	--
Geo. A. Tracy	20	5
C. B. Tracy	10	--
David S. Tracy	14	3
WM. E. Tracy	50	--
R. Wolter	18	4
John N. Whitaker	--	5
Absolam Yates	35	--
Maria Yost	40	--
H. B. Yates	100	7
Geo. H. Young	11	14
Total	1367	149

SHEEP

Raft River National Forest

Raft River Division

Name of Owner	Sheep
John Blyth	3000
Leroy Badger	1330
E. W. Carter	990
E. F. Carter	990
J. W. Callahan	725
J. M. Carter	654
Andrew Duncan	4000
E. H. Jones	4850
Jacob Kunzler	60
H. P. Larsen	5000
Jesse Mayne	60
J. N. Norris	2200
Roy Pugsley	2600
Oscar Rose	2100
Henry Rose	170
T. L. Wright	1300
R. Wolter	1800
Total	<u>31829</u>

