



HRE HISTORY HELPER

William Ashley, 1825

William Ashley was a Missouri politician and businessman originally from Virginia who realized there was money to be made trapping fur. He enlisted a hundred young men and headed west to the headwaters of the Missouri, then farther west to seek out new areas for trapping. When they reached the Green River they split up in order to explore more area. He arranged for them to meet again at the confluence of Henry's Fork and the Green River. This became the first mountainman rendezvous, an event which would carry on for many years twenty miles up Henry's Fork.

Ashley chose seven men to accompany him down the river to look for beaver. He is the first recorded white man to explore the river by boat. The boats they used were called bullboats. These were made by stretching buffalo hides over a frame of willow branches.

The first part of their journey was fairly calm. There was fastwater but no rapids through Flaming Gorge, Horseshoe, and Kingfisher Canyons. Then they reached Red Canyon. This is where Ashley Falls is and where the portages began. They were glad to reach the open wide area of Brown's Park and sad to leave it. In Ashley's journal he says as they entered Lodore Canyon: "I was forcibly struck by the gloom which overcame the countenances of my men and I must admit that I partook in some measure of their feelings, for things about us truly had an awful appearance". With much hard work, portaging and lining the boats, they made it through Lodore and Whirlpool Canyons. Their first mishap was in Split Mountain, but with no loss of gear. They floated out of the canyons and on down to the mouth of the White River. It was here Ashley left the river and headed back for the rendezvous. He eventually left the area and went back to continue his career as a politician..... (by Shelly Cannon)

Denis Julien, 1836-39

Denis Julien immigrated from France during the religious wars between the French Calvinists and Catholics. Documents in a cathedral in St Louis reveal a marriage between DJ and an Indian woman, Catherine and the baptism of three children, 1793, 1800, and 1804. Through this information his birthdate was estimated to be anywhere from 1771-75.

Julien became a U.S. citizen in 1805 (when he was about 30 years old) in order to acquire a license for trapping along the Des Moines River. Then in 1809 he served with his brother fighting Indians in the northern frontier of the Louisiana Territory. After that, DJ was granted a license to trap along the Missouri River in 1816 and 17.

His move westward cannot be exactly dated but occurred around 1825. He was reported to have been in Taos, then a province of Mexico, with a party of trappers heading in "the direction of the land of Utes" to retrieve buried furs, 1827.

Then in 1828, he was instrumental in establishing the Reed Trading Post with Wm Reed. Its location was near the confluence of the Whiterocks and Uintah Rivers. The Post was sold in 1838 to a prominent fur trader, Antoine Robidoux who changed the name to Ft. Robidoux. Robidoux also had Ft. Uncompagne near Delta, Colorado. The forts were notorious for trading and treating Ute Indian women and children as if they were cattle. The Utes grew intolerant and in 1844 both forts were abandoned after an attack on Ft. Uncompagne.

In the same year, along the trail between the two forts, which passed through Arches Nat'l Park, DJ left his full dated inscription on a rock wall. Nearby, is a JS, 1844 inscription. Denis Julien's earliest inscription was found in 1831 near the Reed Trading Post. There have been five found on the Green River, three on the Colorado. Nearby the DJ - 1838 inscription in Dinosaur, is a JS - 1838. The Dark Canyon inscription was probably made by Julien while in a boat (now under Lake Powell).

Julien and other trappers traveled by land as well as by river. The boats they used were built of wood and animal hides (bullboats). Travel was hard and rugged - only for the rugged frontiersmen. (by Theresa Smith)

William Manly, 1849

William Manly heard of gold in California and decided to head west. He was hired on to drive an ox team for a party of settlers heading west. It was getting late in the season and the party decided they would have to spend the winter in Salt Lake City and try the Sierras in the spring. Manly was pretty leery of the Mormons and didn't like the idea of spending the winter with them. He and the other drivers started to think of other alternatives. When they reached the Green River they saw their way out. They knew the river went to the Pacific Coast, but they weren't sure exactly where it came out, however it was better than staying with the "saints."

They looked around and found a half buried ferryboat in the sand. Underneath it were two paddles. It was in pretty good shape. They had flour, bacon, some rope, a couple of axes, and a few guns. They set out on their way wondering if they had made the right decision.

The first part of their journey was fairly easy. Then they reached Red Canyon and, as with Ashley, the hard work and trouble began. They successfully portaged Ashley Falls but wrecked their boat a short distance below. They were forced to make a new one. They dug out two tall pine trees to make two canoes about 15' long and tied them together. Then, they make two more canoes a little

less than thirty feet long and lashed them together to give them two crafts more stable than the first and went on their way.

They took a few days to float through Brown's Park, did some hunting, and thought the area was very beautiful. Then "the canyons got deeper and the water more tumultuous". At one place now known as Disaster Falls they found an abandoned camp, a skiff, cooking pots, and a notice on a tree saying that the group had found the river impassable and were starting overland. The crew had a few mishaps, went swimming a few times and lost a little gear. They reached Echo Park and did some more hunting. The canyons became less constricted and the water less rough. They left Split Mountain without mention of it.

The group ran into Indians in the Uinta Basin and Chief Wakara talked Manly out of continuing his journey down the river saying it was too tough and too far and there were unfriendly Indians ahead.

Manly and his crew headed for Salt Lake but then joined a wagon train in Utah Valley that was going to California by way of the Spanish Trail. Before they got to California though they took a short cut which led to what is now called Death Valley. Some died, Manly and John Rodgers, who was with him on the Green River, went for help. This time their ordeal was not from too much water but from the lack of it. They reached a rancho and was able to return and rescue the survivors. (by Shelly Cannon)

James White, 1867

James White was fished out of the Colorado River in 1867 near Callville, Arizona. He was delirious, sunburned, and more than half-naked. After recovering from his 14-day stint on a cottonwood driftwood boat, White claimed that he had traversed Grand Canyon from the mouth of the San Juan. He started on his journey because of hostile Indians. White was in the San Juan Mountains prospecting with two other men. Their leader was killed by the Indians, and two men fled to the river on their cottonwood raft. George Strole was killed when their raft turned over on the fourth day. White, the only remaining person, tied himself to his raft and traded with friendly Indians for food (dog hindquarters). At one point he was without food for seven days. White's incredible story said Grand Canyon was white and pink sand rock throughout. He said that after six days a stream came in on the right. Some said that this stream was the Little Colorado, but White insisted that the stream came from the right and therefore couldn't be the Little Colorado. There are many points of contention in James White's story. He was probably lost from the beginning and started somewhere below Pierce Ferry. (by Bruce Keller)

J W Powell, 1869

John Wesley Powell began his first journey down the Green River at Green River, Wyoming, on May 24, 1869. He started with ten men, four boats and supplies. The boats he used were built in Chicago, shipped by rail, and met Powell at Green River, Wyoming. One boat, the Emma Dean (named after Powell's wife), was a "light four-oared, 16' pine shell". The other 3 boats were heavy 21', oak boats with three water tight compartments. They were the Maid of the Canon, the No Name and Kitty Clyde's Sister.

Powell's expedition down the Green and Colorado was the first expedition expressly for scientific purposes however, Powell, mistakingly took the schist formations in the Grand for granite. Powell intentionally misled the public in his popular account by mixing facts from both of his trips down the Colorado. Powell ran into boatmen problems during his trip; his trip-leading skills were lacking. Five of Powell's men were hired as boatmen which part of their pay was to be able to look for gold, silver and furs in their spare time.

In Lodore Canyon, Powell lost the "No Name" on the island in the middle of Disaster Falls. Food and clothing were lost, and their flour was soaked, but barometers and a jug of whiskey were saved. After this, tensions began to grow between Powell and some of the men. Later in the trip Dunn got Powell's watch wet (he had been using the watch to make barometric notes for Powell). The tension had been high in camp for a few nights, but that particular night Powell asked Dunn to either leave the party or pay for the watch. At that point, neither of Dunn's options were possible, so Powell asked Dunn to pay a dollar a day for the duration of his stay with the expedition.

Desolation wasn't too difficult for the group however, Powell was thrown clear of the Emma Dean when it rolled over in one rapid. The trip progressed through Cataract with lots of portages. Powell found Glen Canyon very beautiful.

On August 4, 1869, Powell arrived at the Paria River. After a few wrecks, Powell's supplies were low. He proceeded down through Grand Canyon with men whose attitudes had grown bad. Coming to more big water with inadequate boats, Powell again portaged and lined many rapids. Powell had a fear he would come to a place where it would be impossible to go back, impossible to stop and a waterfall at the end of the line. He had found spots similar to that without the waterfall. This worried him and his men.

Finally at Separation rapid the tensions came to a head. The Howlands and Dunn decided to leave the party. Powell said earlier that they 'might' want to leave the river, but Hawkins and Hall wished they would stay. Powell seeing his force being stolen decided to stick to the river. Dunn and the Howlands hiked out and were killed on the rim by Indians. Powell made it through Separation and with the exception of Lava Cliff, had no rapids

comparable to that thereafter. Powell completed his trip and returned in 1872. He looked for his deserted party to no avail. (By Bruce Keller)

J W Powell, 1871-72

John Wesley Powell and ten men began Powell's second voyage on May 21, 1871. The first trip was privately financed, but the second trip was funded by the U.S. government so provisions were more plentiful. The men on the second trip were educated adventurers. Like the first expedition they loaded the boats equally with rations and instrumentation so that if any one boat was lost, the expedition could carry on with their job of mapping the canyons. Their running order went as follows: on the Emma Dean were John Wesley Powell (in his armchair on the mid-deck), S.V. Jones on the steering oar, Jack Hillers on the aft oars, and Frederick Dellenbaugh on the bow oars. Next came the Nellie Powell: her crew was Prof. A.H. Thompson (steering), J.F. Steward (aft), F.M. Bishop (bow), and Frank Richardson (mid-deck). The third boat was called the Canonita and her crew consisted of E.O. Beaman (steering), Andy Hattan (aft), and Clement Powell (bow).

Their itinerary called for a river voyage and constant land operations that included everything from topographic measurements and geological observations to the building of trails for portaging their boats around rapids.

From May 21 to October 26 they floated from Green River, Wyoming, all the way to Lee's Ferry. Their journey took them through Flaming Gorge, Red Canyon, Brown's Park, Lodore, Whirlpool, Split Mountain, the Uinta Basin, Desolation, Gray, Labyrinth, Stillwater, Cataract, Narrow, and Glen Canyons. They were to be resupplied at several spots along the way by Pardon Dodds and Jacob Hamblin. The first was at the mouth of the Duchesne and White Rivers where they got mail and supplies from the Uinta Indian Agency. While there, Powell got news that no path had been found to their next resupply spot, the mouth of the Dirty Devil River. Major Powell decided to find it himself, so he left the expedition for a few weeks after making plans to rejoin the group below Coal or Lignite (Gray) Canyon at Gunnison Crossing (Green River, Utah). Powell did return as planned but was unable to get to their resupply spot at the mouth of the Dirty Devil. They had to stretch their rations to make it to Lee's Lonely Dell (Lee's Ferry), where they would quit until the spring.

The winter of '71-72 was spent at a headquarters near Kanab. They laid out a nine-mile baseline along the surface of the earth to which prominent geographic features could be related by triangulation. Using this method, they added to the master topographic map. In May of 1872, Dellenbaugh and Thompson ventured northward from Kanab to the Escalante River (the last major river discovered). They had mistaken it for the Dirty Devil which had been their objective. They then explored the unnamed mountains (the Henrys--the last mountain range to be discovered in the Continental U.S.). They finally reached their destination

near the top of Glen Canyon. There they recovered the Canonita which had been abandoned the year before. On August 1 they returned to Lee's Ferry with the Canonita to join the rest of the group.

They ran down Marble Canyon and the upper Grand Canyon. Their voyage ended at Kanab Creek on September 7 when Powell decided that continuing on would not serve science and would only be a mere stunt.

Some fun facts about the men of the second voyage: Frederick Dellenbaugh sketched the canyons and was assistant to AH Thompson, the head topographer. Dellenbaugh sat directly in front of J.W.P. and became official chronologer of the trip. E.O. Beaman was the photographer; he tried to sell accounts of the voyage before Powell wrote his. Almon Harris Thompson was second in command; he was Powell's brother-in-law which made him a natural leader. Steven Vandiver Jones was another assistant to Thompson, as was John F. Steward, who was an amateur geologist. Steward met Powell in the trenches at Vicksburg while they were both looking for fossils; he was responsible for naming Winnie's Grotto (for his daughter) and Chandler Falls (his wife's maiden name). Francis M Bishop was called Bish and assisted Beaman. Andrew Hattan was the cook; he got out of helping portage or "let down" the boats by conveniently declaring it meal time. John K Hillers continued as photographer after Lee's Ferry, took the first photos of Zion Canyon and became the official photographer for the USGS. Frank Richardson left the expeditions early because of bad health (Powell said he was unsuitable). Walter Clement Powell, Powell's cousin, was called Clem. (Read Dellenbaugh's account of the trip, A Canyon Voyage, for more details.) (By Beluga, aka Peter Schmidt)

E L Goodridge, 1879-80

E.L. Goodridge, first known white explorer of the San Juan River, began on the Animas River and continued down the San Juan and the Colorado River to Lee's Ferry. He was prospecting for gold, but found only small amounts of fine grained placer gold. However, he did notice oil seeps near Mexican Hat and Slick Horn Gulch. He may have made another trip down the San Juan in 1882. In 1882, he built a road into Slick Horn and hauled a drilling engine from Gallop, New Mexico taking 30 days. When he got to Slick Horn and within yards of the drilling site, they lost the rig over the cliff. He returned in 1908 to drill a well in Mexican Hat that was reported as a "gusher" and opened the Mexican Hat Oil Field.

Although Goodridge didn't find any gold worth prospecting for, rumors circulated which began a huge gold rush in 1882. An anonymous inscription on a rock appeared "\$100.00 reward for the fool who started this rush" as most prospectors left empty-handed after several months, but gold-seekers continued as late as 1915. (By Sophie Bynum)

Kane, Emerson, and Duke 1888

Elmer Kane, Frank Emerson, and Charles Duke could have been the first known rafters of Westwater Canyon. They travelled from Grand Junction to Moab prospecting and sight-seeing. Their original plans were to continue through the Grand Canyon. When they heard how dangerous Cataract Canyon was, they tried to replace their raft with something more suitable; failing to do so, they ended their trip at Moab. The question is: did they run the rapids in Westwater or portage the canyon? No one knows. Elmer Kane went on to work as a boatman for the Stanton and Best expeditions. (By Sophie Bynum)

Frank C Kendrick, 1889

In the spring of 1889, Stanton hired Kendrick to survey for the railroad, the Grand River, 160 miles from Grand Junction to the confluence with the Green River. He portaged twelve miles of Stanton's Granite Canyon which he called Hadies Canyon. At the confluence he and his men pulled and rowed the boat 117 miles up to Blake (Green River, Utah). After seven weeks on this survey he had had enough and went back to his family which turned out to be a wise decision.

Robert B Stanton, 1889-90

Three weeks after Kendrick left Blake or Green River, Stanton and Brown set out to finish the railroad survey in anticipation of freighting coal from Colorado and Utah to California. Under the leadership of Frank Brown, the president of the newly formed Denver, Colorado Canyon, and Pacific Railroad Company, they left Green River with a party of sixteen, in five 15' light, round bottom, boats pointed on both ends and a dory that they made in Green River.

In Cataract, they lost most of their food and camping supplies and one boat called the Brown Betty in the first rapid. Then, they lost another boat and progress was slowed to about a mile per day. When food ran out Brown and most of the group went to Hite in three boats. Stanton and four others continued with the survey for six more days with little food. At Hite they repaired the four remaining boats.

The party divided. William Bush with some surveyors and one boat was to run the rail location to Lees Ferry but terminated his work 34 miles away from his goal.

The advance party with three boats planned a reconnaissance of the Grand Canyon, supported by photography. Brown was drowned at Mile 12 on July 10th and Peter Hansbrough and Henry Richards were lost at Mile 25.2 on July 15th. Henry Richards was the first, and probably the only, black man to drown on the Colorado River. The party abandoned the effort at South Canyon. The

inscription on the left bank at Mile 12 marks the point of Brown's death.

Engineer Robert Brewster Stanton returned to the river in Glen Canyon in December 1889 with a revitalized crew and brutally heavy boats. The rail line survey was completed to Lees Ferry and the reconnaissance to the Gulf of California.

Below President Harding Rapid the body of Hansbrough was found on the beach and buried under the cliff with initial and date cut above by Langdon Gibson. During the cruise one boat was smashed and repaired at Grapevine Rapid then, lost at Horn Creek Rapid.

An interesting note: Just inside Grand Canyon, the photographer Franklin Nims slipped and fell 20' off a large rock breaking a leg, several other bones, and crushing the base of his skull. After splinting, they took him down the river to House Rock, carried him up Rider Canyon where Johnson, who ran Lee's Ferry, took him to the ferry in a wagon. He laid unconscious on the floor of the cookhouse until some Mormons came by and took him on a nine day wagon ride to Flagstaff for \$80.00. Patched up, he was then sent on the train to Denver for further treatment. On June 15, five and a half months after the fall, he at last discarded his crutches and complained bitterly that the company had paid none of his expenses and cut off his salary as of January 1, 1990, the day of the accident.

James Best, 1891

James Best was a speculator who was contacted in the fall of 1890 by Harry McDonald, who had been prospecting up Chuar creek in the Grand Canyon. McDonald was with Stanton in 1890; he repaired a boat at Grapevine Rapid and built the box splint for nims leg. McDonald had brought ore samples to Denver where he convinced Best to form and finance the Colorado, Grand Canyon Mining & Improvement Company to exploit his claims.

Since the sight was so difficult to reach with pack animals by land, these men decided to take their first party in by river, starting at Green River, Utah. McDonald had two boats built, both large enough to hold four men each and in 1891 Best set out with four of Stanton's veterans, McDonald, John Hislop, Elmer Kane and William H Edwards and three others. As they started into Cataract Canyon one of their boats was destroyed on the rock in the middle the first rapid in Mile Long. They left several inscriptions here on river right including "Camp No. 7 Hell to Pay, No. 1 is sunk and down". Using one boat to cross the river, everyone managed to get out and the party broke up at Lee's Ferry. Hislop and Kane's names are carved into buildings at Lee's Ferry. (Erik Miller)

Nathaniel Galloway, 1891-96

Nat Galloway was a trapper and prospector who lived near the banks of the Green River in Vernal, UT. He decided there must be a reasonably safe way to go down the river. With his boats and rowing technique, old myths of danger and hardship on the river began to die. He used flat bottomed boats 14-16' long and about 4' wide which weighed about 400 lbs. The boats were covered with some sort of decking. More importantly, his stern-first method of running revolutionized river travel. This method gave the boatman more maneuverability and the ability to see where he was going. Powell's method relied on going faster than the current for control; Galloway could go slower than the current for his control and set up for rapids. His first recorded voyage was in 1891, but he probably ran the river before then. He had five trips on the Green between 1891-95. In 1895 he ran from Green River, WY, to the confluence with the Colorado and then back upstream to Moab. The next year he ran the same trip down to Nine-Mile Canyon in Desolation. (by Ferg aka Hugh Ferguson)

Bert Loper, 1893-94

Loper prospected for gold probably by boat. Rafted lumber from Chinle Wash to Slickhorn.

W E Mendenhall, 1894-95

Mendenhall made three trips down the San Juan in a crude hand made boat from his cabin below Mexican Hat in search of gold. His cabin still stands on top of "Mendenhall Loop".

George Flavell, 1896

George F. Flavell was born in 1864 in Jefferson, New Jersey. After leaving home to trap in the west, Flavell was often referred to as George F Clark. Flavell and his brother began hunting in the Colorado Delta south of Yuma around 1890. Later in 1896, Flavell and a San Fernando resident named Ramon Montez left San Fernando, California by rail, and arrived at Green River, Wyoming on about August 17. Montez had no experience in wilderness survival or boating.

Flavell and Montez immediately set out building a small craft to navigate the river. They named the vessel the Panthon. They packed beans, bacon, flour, coffee, 150 feet of rope, extra planks, nails, hardware, and woodworking tools in case of emergency repairs. They also packed guns, knives, and cooking gear, but failed to pack life jackets for the trip.

The Panthon was an open, flat bottomed boat that measured 15.5' long with a 5' beam. It was double planked and reinforced with iron skids made from old wagon wheels. It was small,

maneuverable, stable, and had a very shallow draft. It was designed to allow the oarsman to face the bow of the boat. Flavell stood in the bow and rowed facing downstream while Montez sat in the stern on top of the load.

Flavell's technique of facing downstream and, therefore, facing the dangers is commonly used by most modern day outfitters.

During their trip they were forced to line four rapids in Lodore, one in Cataract, and Soap Creek rapid in the Grand Canyon. Flavell and Montez were the first to run such rapids as Hance, Lava, and many more hazardous rapids.

Flavell and Montez left Green River, Wyoming on August 27, 1896 and made it to Needles 65 days later. They ran from Lee's Ferry to Needles in 14 days. Lava Falls was first run by Flavell in 1896 and was not again successfully run until 1938. (by Ray Huntzinger)

Galloway - Richmond, 1896-97

Nat and his 13 year old son John, started at the mouth of Henry's Fork for some trapping. They met William Richmond and Frank Leland, a pair of hard luck prospectors (who had lost their placer mining outfit in Ashley Falls) at Little Hole. They talked over a campfire about trapping their way through the Grand Canyon. Leland didn't like the idea and hiked out. They ran Lodore and only portaged Lower Disaster and Hells Half Mile. They dropped John off in Vernal, Galloway sold Richmond a better boat that he had stored at Minnie Maud for \$15.00, and they went on down the river all the way to Needles, California. (by Ferg aka Hugh Ferguson)

Babcok & Miller, 1897

Babcok & Miller, adventurous dentists from Glenwood Springs, made the first recorded run by boat through the rapids of Westwater in August of 1897. Their 17' wooden boat was equipped with two water-tight compartments. After reaching the head of Cataract Canyon, they turned back and rowed up to Moab. Then they went back to Glenwood Springs and never returned to the river again. (By Sopie Bynum)

James Baker, before 1898

According to Jack Sumner, in an interview with Robert Stanton in 1907, James Baker and a companion went down the Yampa in Bull Boats probably from Lily Park and ended the trip in Island Park. Baker died in 1898.

Nat Galloway, 1897-08

Trapping became illegal in Utah but Galloway kept trapping from Brown's Park to Lee's Ferry. Trapping was legal in Arizona. After arriving at Lee's Ferry, Galloway would take his hides to Flagstaff to sell.

In 1899 he worked for Robert Stanton, the engineer of an unsuccessful gold mining operation in Glen Canyon owned by Julius Stone. He met Stone and took him down short stretches of river and went hunting with him in the Henry's. The friendship that resulted from this was important for the later 1909 Stone Expedition. (by Ferg aka Hugh Ferguson)

Hum Woolley, 1903

Hum Woolley, grubstaked by a Madame Schell, built an eighteen foot boat with 50 inch beam and two compartments in either end, took two novices and went to Lee's Ferry probably with the intention of finding gold while traversing Grand Canyon. Apparently Hum was a good oarsmen but capsized twice and lined many rapids.

At Grand Wash cliffs, at the bottom of the Grand Canyon, they picked up a prospector and continued down the river 225 miles to Ehrenberg, where they hiked to Madame Schell's mining claim where they did some assessment work which was the object of the whole expedition.

Louis Chaffin-Alonzo Turner, 1904

Chaffin and Turner successfully traversed Cataract Canyon in 1904.

Alonzo (Long) Turner had a mining partner named Kimball. Turner and Kimball were very good friends. They were liked very much by the town folks in Hite and Hanksville. Turner and Kimball mined the river during the winter. They mined a little in Cataract Canyon but mostly in Glen Canyon on a sandbar named California Bar. Near the center of the mile-long sand bar was a gold deposit which was probably one of the richest in Glen Canyon. Turner and Kimball would rig a canvas sail to their boat and sail up to Hite. If the wind wouldn't blow they would camp on the side of the river until an afternoon wind would start. They would pick up mail and supplies from Hite then float back down to California Bar. Hot summers found Turner and Kimball up in the cool mountains of the Henrys. Turner and Kimball would cash in their gold in Hanksville at the Ekker General Store.

Turner died on California Bar in 1923 and was buried there. Kimball died at Hite in 1926 and was brought to Hanksville where the ladies stayed up all night listening to Bert Loper's stories while they kept the body cool and wet until the funeral the next day. (by Paul Huber)

Nat and Parley Galloway, 1904

Galloway introduced his son Parley to the river in 1904. He took him on a trip from Vernal to the confluence and up the Grand River to Moab. (by Ferg aka Hugh Ferguson)

Jens Jensen, 1906

Successfully traversed the river from Green River, Wyoming to Jensen, Utah, with Charles Dennis.

He ran Lodore in 1918 with Fritz Stewart and soloed the Yampa in Flood stage in 1941 at the age of 59.

Russell-Monett and Loper, 1907

September 26, 1907 at Green River, Utah, Albert Loper, Charles Russell, and Edwin Monett embarked in three skiffs, the Arizona, the Utah, and the Nevada, for a prospecting cruise. In Glen Canyon at the Stanton Dredge, Loper returned to Hite on an errand and the others worked to Lees Ferry prospecting enroute. Not waiting for Loper to join them, Russell and Monett moved down to Bright Angel Creek after losing one boat at Hance Rapid. At Bright Angle, the publicizing of their cruise was so extensive they were forced to continue on through the Grand Canyon. They received the welcome of heroes at Needles.

Loper arrived at Lee's Ferry after Russell and Monett had left, so he pulled and rowed his boat back up Glen Canyon 150 miles in the icy waters of winter.

Alonzo Turner, 1907

In November of 1907, Long Turner ran from Green River, Utah to Hite in eighteen days without taking his boat out of the water. He left his inscription at the foot of rapid #12 on river right.

Nat and Parley Galloway, 1909

Galloway tested a steel boat but no one knows how well it worked. However, in 1909 when he went down the Yampa with his son Parley, he was back to wood. (by Ferg aka Hugh Ferguson)

Stone-Galloway, 1909

Galloway's best known trip was with an old friend, Julius Stone.

Stone was intrigued by Powell's book and went to visit the aging Powell. Powell was kind of possessive about "his river" and not very friendly. He had run the river and no one else could

possibly duplicate his feat. Insulted, Stone decided to run the river himself. He remembered Galloway and his boating skills from when Nate worked for his old mining operation. He hired Galloway to lead the expedition.

On Sunday, September 12, they left Green River, Wyoming. Stone, Galloway, C.C. Sharp, and Seymour Dubendorf each had a boat. Raymond Cogswell was the photographer. They reached Lodore by the 21st and ran all their boats through Disaster Falls. Stone commented smugly "this is where one of Powell's boats was lost". They only portaged Hell's Half Mile. They camped at Pot Creek and Jones Hole, where Galloway caught 31 trout. In Split Mountain they portaged one rapid and almost lost a boat at Ingelsby.

They restocked in Vernal and went on to finish the trip in Needles, California on November 19, 1909 in just five weeks. An important thing to note about this trip was that even though on the outside Stone went down to check up on Powell's story, in reality, it was the first trip down the Colorado run just for the pure adventure of it. No trapping, mining or exploring. They went to experience, not to exploit. (by Ferg aka Hugh Ferguson)

Emery and Ellsworth Kolb, 1911

Emery and Ellsworth Kolb were the first people to capture the river experience on a motion picture camera. On September 8, 1911 they started "the big trip" which would take them from Green River, Wyoming to Needles, California.

The boats were Galloway style; flat bottomed with a 10 inch rake or rise at either end, built of cedar with unusually high sides, with arched decks in bow and stern for the safe storing of supplies. Sealed air chambers were placed in each end large enough to keep the boats afloat.

For ten years they had lived at the north rim of the Grand Canyon, following the work of scenic photography. On this trip they took three film cameras, an 8 x 10 and 5 x 7 plate camera, plenty of plates and film, large cloth dark room, chemicals, and a motion picture camera.

James Fagen of San Francisco was hired on to help as needed. He stayed on as far as the Chew Ranch near Echo Park. Neither Emery nor Ellsworth had any experience running a boat through rapids. Lodore Canyon was a learning period for them. What rapids they could not run, they portaged or lined. The boats were christened after Ashley Falls. Emery's boat was named "Edith" after his daughter and Ellsworth's became the "Defiance".

They took turns photographing each other from the shore, periodically stopping to send film out with ranchers or developing them at local photo studios in town. Throughout the trip they visited many ranches or families such as Mrs Chew, Pat Lynch, McPhersons, Wolverton, Chones Smith, Snyder, John and Cass Hite, and more.

Scouting rapids was a large part of running them. If they couldn't land close to the rapids, they would have one climb the ridge and signal the other through.

Disaster Falls (where "Edith" ran up a rock and received severe blows to the stern, everything was wet including cameras), Soap Creek (where Ellsworth made two unsuccessful attempts to make it through without turning over or falling out), and "Christmas Rapid" (December 24 a rapid in the Grand Canyon turned "Defiance" and smashed a hole in the left side of "Edith") were a few of the difficulties that faced the brothers.

On November 16, they stopped at Bright Angel and climbed to their home on the south rim. Ellsworth worked on the photography while Emery took his family to California.

On December 19, they resumed their journey, now with Bert Lauzon and their brother Ernst (who rode along to Bass Trail, 25 miles below). The nights were getting a little below zero; during the day it would warm just enough to melt the snow.

On January 18, 1912 they landed in Needles, California, 365 large rapids and twice as many small, 1200 miles with a 5,000 foot decent, with 76 camps in 101 days was certainly a 10 year dream well accomplished. Ellsworth came back in May and completed the last 400 miles to the Gulf of California in just over one week.

Ellsworth wrote an article for National Geographic, August issue 1914 and published "Through the Grand Canyon from Wyoming to Mexico" in October 1914. This was the first book to reveal the beauty of the canyons to the public. The motion picture was shown at the Grand Canyon until Emery's death in the 1980's. The boats were kept as souvenirs. Edith was sent to Los Angeles and the Defiance is displayed on the south rim. (Tammy Besmehn)

Charles "One-eye" Smith, 1911

October thru December Charles "One-eye" Smith was trapping in a boat built by Galloway from Green River, Utah to Hite. He met the Kolbs while lining rapids in upper Cataract Canyon. He was dressed in a neat whipcord suit and wore a carefully tied tie. He lined every rapid in the canyon but when starting to line Dark Canyon rapid he was pulled in and dragged through most of the rapid before climbing in his pilotless boat.

Nat Galloway-Charles Smith, 1912

Nat Galloway met Charles Smith while they were both trapping above Cataract Canyon and successfully ran Cataract together. The next year Smith ran Cataract alone, wrecked his boat and was never heard of again. The boat was found down in Glen Canyon.

John Galloway, 1912

Successfully traversed Cataract Canyon.

J H Hummel, 1912

Successfully traversed Cataract Canyon.

Russell-Loper, 1914

Russell came to Green River with a couple of steel boats planning a super picture show. He talked Loper (against his better sense) into joining him. After Russell sank his steel boat at the top of Cataract, they hiked out.

Russell returned with three additional boats and five men who were recruited at various times to complete the project but final abandonment was at Mile 107 in the Grand Canyon where Tadge, Clement, and Russell burned film to warm themselves. The metal boat "Ross Wheeler" remains on the talus today. (Dock Marston)

Ellsworth Kolb - Bert Loper, 1916

Ellsworth Kolb came though Westwater Canyon "fighting for his life" before the cameras of Frank Dean and Bert Loper. Kolb declared the rapids exceeded anything in the Grand Canyon for actual violence and peculiar conditions. (Grand Valley Times, Sept 29, 1916)

TRIP THRU WESTWATER CANON WAS LIKE TICKLING DYNAMITE WITH A LIGHTED MATCH--WOW! Kolb and Loper Mastered Wild Waters After Going Thru Experience That No Man Accomplished Before - Snapping their fingers under the very nose of Death itself, taunting gaily with the grim reaper, with their marvelous river skill as their only defense, Ellsworth L Kolb of Grand Canyon, Arizona, and Bert Loper of Torrey, Utah, succeeded Monday and Tuesday in conquering the ferocious and roaring cataracts of the Grand River in Westwater Canon. (Grand Junction Daily News, Sept 28, 1916)

Bert Loper, an expert boatman, joined me two weeks after we returned from Moab, and we had another set-to with 150 miles of rapids and swift water. This included some bad water above Glenwood Springs and a run down the Grand to Grand Junction. Then we had a try at Westwater Canyon with the canoe (17' freight canoe with hatch covers over each end). The two ranchers and a motion picture camera man accompanied us on horseback, keeping as near as possible on the trail. We took turns at running the rapids, the one left ashore helping the photographer. Loper drew the Double Pitch Rapid and had an exciting experience but came out conqueror. The Whirlpool Rapid fell to me, but in low water it was simply a straight rapid, without a whirlpool; big enough to upset me, but I righted the canoe, and climbed aboard before another rapid was reached. We landed at the end of the canyon that evening proud of our record of having been the first to shoot the rapids of

Westwater Canyon. This kind of water was more like the rapids of the Colorado River and entirely to our liking. The water was big but it could be run. (Ellsworth Kolb, 1916)

Jens Jensen, 1918

Successfully traversed Lodore Canyon with Fritz Stewart.

Frank Barnes, 1921

Frank M Barnes of San Diego, California, a veteran prospector, successfully "shot" the many rapids of Granite Canyon on the Colorado River below Westwater.

Barnes built a 21' flat bottomed boat, in Grand Junction in late October, for a prospecting trip down the Colorado River. He did not know of the existence of the rapids in the Granite canyon and embarked on the cruise in blissful ignorance of the dangers ahead of him. Once he had entered the canyon, he could not turn back, and he probably experienced the most thrilling sixteen mile journey that he could have wished for. Several times his boat brushed against rocks, and on three occasions it was half-filled with water. He stated that his success was due, in his opinion to the design of his boat, which rides lightly on the water and which it would be hard to capsize, owing to the flat bottom. At one place in Granite Canyon, he states, the river takes a sheer drop of from seven to ten feet, and for sixteen miles the stream is a series of rapids and cataracts. The canyon is indescribably beautiful. The canyon itself is but a narrow crack, and the river races through it at terrific speed. The chief danger lies in the countless sharp rocks which rise out of the water, and if a boat were to strike on one of these it would be dashed to pieces. (Times Independent, November 3, 1921)

He left Moab and successfully traversed Cataract Canyon and prospected for gold in Glen Canyon.

The Colorado River Compact

In the early 1900's the Colorado River was viewed as more of a natural menace than a national resource. In 1905, it flooded, and thanks to a bad decision by a railroad official, spilled over its banks near the Salton Sink in lower California. The rampaging river covered thousands of acres of developed farmland (including several small towns) and before the breach was finally plugged, flooded the Sink to a depth of 300 feet, creating what is now the Salton Sea. Clearly something had to be done. Besides, all of the Colorado Basin states--Wyoming, Colorado, Utah, New Mexico, and Nevada for the Upper Basin, and California and Arizona as the Lower Basin--were developing rapidly, and saw all the water going down to the Gulf of California as wasted.

In 1922, a group of representatives from each of the Basin states met in Santa Fe, New Mexico to hammer out an agreement on what to do about the Colorado River. There were two main items on the agenda: to apportion the amount of water that each state would be allowed to withdraw from the river, and decide on the location of a high dam to control the river. All parties agreed that a dam was needed, but just where to build it needed to be decided. Herbert Hoover, then Secretary of Commerce, was chosen to head the Commission. After a great deal of often acrimonious debate, the states finally agreed to divide the water on the basis of that years flow, about 15 million acre-feet. (This later turned out to be a much too optimistic estimate, causing problems ever since).

The accord, called the Colorado River Compact, was signed in Santa Fe in the autumn of 1922. The Upper Basin states were generally pleased with the terms, as they were given one half of the flow to divide among themselves. The two Lower Basin states were not so pleased with the Compact, and in fact the Arizona state legislature did not ratify the agreement until 1944. The other result of the meetings was a master plan of complete and thorough scientific surveys, to start the next year. The surveyors, mostly U.S.G.S. crews, but including representatives from Southern California Edison and Utah Power and Light, were to map the river canyons and bottom, conduct experiments to determine the salinity, stream flows, sediment loads, and most importantly look for damsites in the canyon. Within the next two years, crews surveyed and mapped the entire Green-Colorado River system and the major tributaries. The Colorado River Compact affects virtually everyone who lives in the Colorado River Basin to this day. (Roy Webb)

Trimble Expedition - Loper, 1922 San Juan

The expedition, sponsored by Southern California Edison and the USGS mapped the river making the first scientific examination of the San Juan canyons. These explorers were looking for potential dams on the river. Bert Loper was hired as head boatmen and ran all the boats through the worst rapids.

Government Survey - LaRue-Kolbs, 1921 Desolation-Cataract

Great plans were being laid by the government and private utilities to harness the power and economic potential of the Colorado River in the early part of this century. Before that could be done surveys of the Colorado Basin were necessary so in 1921 the U.S. Geologic Survey along with the Southern California Edison Company and Utah Power and Light set forth to have initial surveys done.

Two brothers, Ellsworth and Emory Kolb were chosen to do the

Cataract Canyon section of the river; Ellsworth being the boatmen and Emery recording the trip with his cameras.

After the surveys were complete a flotilla was arranged to show the canyon to some of the officials and executives that would be involved with any development projects. Eugene Clyde LaRue was chosen to lead a powerboat trip upstream with these people on board. That trip was rather uneventful and the only significant development was the naming of Mile Zero at Lee's Ferry and the placement of an important gauging station there. (Earl Lewis)

Trimble Expedition - Loper, 1922 Red-Lodore

Trimble and Ralf R Wooley, an engineer, had three boats built in California. He hired Loper as head boatmen along with Leigh Lint and H E Blake. With seven in the party, they started July 13, 1922. They finished in Green River, Utah. A successful trip, they made the first complete and accurate map of the river and found fourteen potential dam sites including the Echo Park site in Whirlpool and the Flaming Gorge site.

Birdseye Expedition, 1923 Grand Canyon

In 1923 the surveys continued and the man chosen to lead the Grand Canyon survey was Colonel Claude H Birdseye who had been on the flotilla with LaRue in Glen Canyon. Birdseye chose LaRue to come along as well as Lewis R Freeman, Frank Dodge, Leigh Lint, H E Blake and Emery Kolb, all veterans of USGS survey's. LaRue saw to it that Bert Loper was left behind.

Kolb was taken along as a boatman, not for his photographic expertise. Then, Birdseye conceded to allowing Kolb to take one camera but placed heavy restrictions on its use. Because of this, before the trip started there was animosity between the two.

Birdseye's plan was to use old boats that were left at Lee's Ferry. The party left Flagstaff on July 17th and spent the next 12 days patching and caulking boats in preparation for the lengthy trip down the Grand Canyon.

On August 1st the party went into Marble Canyon with five 18' boats and one 14' boat designed to be used for landing the surveyors on difficult rapids. The larger boats were overloaded and very difficult to maneuver in the fast water. They had 35,600 cfs at Lee's Ferry.

Frank Dodge was piloting the 14' Majave when the fast water and many rocks at mile 24.5 spelled disaster for his boat. The canvas covering of the boat couldn't withstand the pounding river.

Normally very cautious, Emory Kolb decided to run a dangerous

rapid on Sept 12th and suffered the first upset of the expedition. This came to be known as Upset Rapid from then on.

By the time the group reached Lava Falls they had an unexpected flood chasing them downstream. Noting the rising river they pulled the boats up on some very rocky terrain. The next day they awoke to a river they had never imagined; Birdseye estimated the floodlevel flow at 125,000cfs. Gauges at Bright Angel reached a maximum flow of 98,500 cfs. The river had risen 21' from the prior days level. This created smooth water where there had been rapids. The river had whirlpools with huge trees spinning violently in circles as they passed.

Freeman, LaRue and Moore, all in one boat flipped in Separation Rapid. All of the men and the boat were rescued, the men suffering the worst of the damage. They continued to Lava Cliff Rapid where they portaged carefully and then finished at Needles on October 16. In all, 21 damsites were examined and the expedition was dubbed the conquest of the Colorado. (Earl Lewis)

John and Parley Galloway, 1924

Successfully traversed Cataract Canyon.

Web Todd and Lemoyne Page, 1926

Todd and Page, college students at Princeton, Og West and one other friend came out to Green River, Wyoming on the train with the intent of running the river to Green River, Utah and then returning back east on the train. They happened to run into Ellsworth Kolb in Pittsburgh who encouraged them to give it a try.

They arrived in Green River on July 26th and hired Elwyn Blake, who was on the 1922 survey with Loper. They also bought from the government two of the boats used on the survey.

Todd and Page took turns on the oars of one boat and Blake ran the other. At Red Creek they lined the boats and almost lost one. After running all of Lodore's rapids successfully to Rippling Brook, they were in high spirits - they had run the "big ones" and below them there wasn't a rapid with a name. The next morning, Todd and Page let Og West take the oars and in a small rapid, he froze, the boat lodged onto a rock, filled with water, and they eventually had to leave it.

They walked out using one boat to get from shore to shore. At Jensen, Page and West left the party. The rest ran Desolation and Gray and caught the train to go back east.

The next year Parley Galloway salvaged the boat that was lost in Lodore.

[illegible]

1825 Wm Ashley, trappers in boats of hides.
1836-39 D Julian, 64-70 yr old trapper. JS Smith?
1849 Wm Manley, 49ers, fnd boat/md 2 pr canoes. Dth V
1867 James White?? Prbly did lower Grand @ most.
1869 JW Powell w/10 men, 4 boats. Six men finished.
1871-72 Powells 2nd trip.
1879-80 EL Goodridge
1888 Kane, Emerson, Dake. Portaged Westwater?
1889 Kendrick, railroad survey. Portaged WW.
1889-90 RB Stanton, railroad survey.
1891 Jms Best, Colo&Grand Canyon Mining&Exploration Co
1891-96 Nat Galloway, @least 6 trps, diff lngths, GR, WY-Moab
1893-94 Bert Loper, prospecting for gold
1894-95 WE Mendenhall, made three trips prspct for gold.
1896 Geo Flavell, face bow dnstrm. Prtgd 5 rapids.
1896 Galloway/son John met Leland&Richmond @ Little H.
Galloway-Richmond @ Jensen went on to Needles, CA.
1897 Drs Babcock & Miller, dentists from Glenwood Sprs.
prior 1898 James Baker, bull boats - Lily to Is Park
1897-1908 Galloway ran-Lee's Ferry, trapping, exp w/boats.
1903 Woolley, King, Sanger, mystery mining
1904 Louis Chaffin-Alonzo Turner
1904 Galloway & son Parley
1906 Jens Jensen of Jensen, UT.
1907 Russell-Monett, Loper (Cat only).
1907 Alonzo Turner
1909 Nat Galloway-Parley
1909 Stone-Galloway-Dubendorff, Sharp (to Hite only)
1911 Emory & Ellsworth Kolb, 1st motion pictures.
1911 Charles Smith, trapper (wrkd/missing in 1913, Cat).
1912 Nat Galloway-Chas Smith
1912 John Galloway
1912 JH Hummel
1914 Russell-Loper, sank steel boat, hiked out
1916 Ellsworth Kolb-Bert Loper
1918 Jens Jensen
1921 Frank Barnes
1921 Trimble Exp, Loper
1921 Gov Survey, LaRue-Kolbs
1922 Trimble Exp, Loper-Blake-Lint
1923 Birdseye Exp, LaRue-FDodge-Freeman-Lint-Emory Kolb
1924 John & Parley Galloway
1926 Web Todd-Lemoyne Page, hired Elwyn Blake
1927 Clyde Eddy, collegeans, bear, dog&tramp-P Galloway
1927 Pathe-Bray Motion Pictures, Gene LaRue
1928 Glen & Bessie Hyde
1929 Denver Post, two boats
1931-33 Hatch-Swain Expeditions
1933 Hatch-Swain Expedition
1933 Harold Leich
1934 Hatch, Dusty Dozen
1937 Buzz Holmstrom, first solo, entire canyons.
1938 Nevills Exp
1938 Buzz Holmstrom-Amos Berg, Holmstrom ran all rapids
1938 UT F&G Sheep Sv-LeeKay/Edingham/DeSpain/Rasmussen
1938 French kayak party, deColmonts-deSante
1938 Stuart Gardner-Foldboat
1939 Don Harris-Bert Loper
1939 Chas Mann, 14' kayak
1940 Nevills Exp, Barry Goldwater joined trip @ GR, UT

John and Parley Galloway, 1926 or 27

John and Parley Galloway - middle of April to May 12. Owen Malin mentions his father and him helping these brothers because of problems in the canyon. He had them in 1921 or 1922 and leaves impression they didn't complete the trip at that time. (Mike Milligan)

Clyde Eddy, 1927

Clyde Eddy grew up in Colorado and Utah. In 1919 he hiked down the Hermit Trail in the Grand Canyon to see the river and at that point, he knew he had to run the river. He spent the next few years building river boats and equipment. In the spring of 1927 he placed an advertisement in university newspapers, looking for volunteers to go on his expedition. Nine collegians committed to go on this adventure. When they reached Green River, Utah they were joined by a bum who was making his way west.

Eddy planned his expedition well. He had designed and built three boats -- the Coronado, the Powell, and the Dellenbaugh. The boats were twenty-two feet long, five feet wide and made of Mexican mahogany with oak ribs.

He recruited Parley Galloway who was the son of Nat Galloway for the expedition. Parley was forty at the time and had been running rivers since he was thirteen years old; however, he had never been through the Grand Canyon. To complete the party, they brought along a dog named Rags and a bear cub who was given the name of "Cataract" by the collegians.

The party of thirteen were off and rowing! They made it to Cataract in fine shape. They ran some rapids working their way through the canyon, but mostly portaged. They almost lost a boat lining it through Mile Long Rapid, but were able to regain control of it. While lining the first part of Big Drop Rapid in pouring rain, they lost control of the first boat, it overturned and they lost the food and gear in that boat. The gear in the two boats to follow was portaged around the first part. They scouted the second part, comparing the river level with pictures taken by Kolb in 1911. The Eddy party had much more water than the Kolb party. (Later the river was gauged at running 119,000 CFS.) So once again, they lined the boats and carried the gear around the second part. They camped above the third part with continual rain through the night, and in the morning when the storm subsided they portaged the third part.

They lost a boat (the Powell) at Dubendorff Rapid. When they reached Lava Falls in the Grand Canyon, Eddy explained "Lava Falls cannot possibly be run." So once again, they portaged Lava and had no problem doing so. They made it through the rest of the Grand Canyon and finished the trip without incident. The Eddy party was followed by the Pathe-Bray party, a party of professional motion picture photographers. (by Kerry Jones)

Pathe-Bray Motion Pictures, 1927

Eugene LaRue lost his job with U.S. Geological Survey, leaving behind 15 years of hydrological work to become a private consultant. LaRue was in favor of a dam being built at Glen Canyon rather than one in either Boulder Canyon or Black Canyon.

While public interest in the dam issue was high, LaRue decided to seize this opportunity to go public with something about the Colorado River. He employed the expertise of the Pathe-Bray Company of Hollywood to make a movie on river running and assembled a flotilla of boats to head down the canyon below Green River. He was paid \$150 per day -- in 1926 considered a great deal of money.

The party left Green River, Utah on the 10th of November, with Frank Dodge as head boatman. Also along was Leigh Smith, the director, and Devergne Barber, a reporter for the New York Times and a writer for Liberty Magazine. There was an assortment of crew members, a cook and a dog named Pansy.

They took six boats that were decked and painted white "for visibility." Devergne Barber was to send daily reports back to Salt Lake City via Vernon Herrick who ran a battery-powered radio. Somehow he lost contact on the 14th of November, probably due to being so deep in the canyon.

Meanwhile J.R. Bray hired a plane to search for the lost party. When the plane passed Lee's Ferry, the boats were landing. All the people in the party started signalling the plane, but the pilot passed it off as excitement at seeing such a rare airplane.

The weather at this time was extremely cold. Spray would freeze on clothing and because they had lined the boats through so many rapids, the crew was perpetually wet and cold.

Accidents along the trip were many: the cook was washed overboard; they ran headlong into a rock, sending Devergne Barber overboard; and on one of the last days of filming, a boatman dressed as a woman flipped into a "raging hole."

After twenty days of freezing weather, virtually no supplies, and a crew that had not been paid, there was no movie. The movie "Bride" or "Pride of the Colorado" was never released. (by Jason Armstrong)

Glen and Bessie Hyde, 1928

Mermaid Doll

Oh! Mama dear, please come.
My Dolly must be drowned
When I put her in the creek.

She sank without a sound.
Woe Betty's eyes filled with tears.
Where could poor dolly be?
Perhaps she's turned into a mermaid
And drifted out to Sea.

This poem is from a collection of 50 unpublished works by Bessie Hyde. It uncannily foreshadows the mysterious drama of her life's final episode.

The events leading to that dramatic conclusion began for Bessie Haley in 1905 with her birth in West Virginia. After graduating second in a class of 78 at nineteen years of age, Bessie married secretly. Almost immediately she quit her new husband and travelled to San Francisco in 1924. There she studied art for seven months until she met Glen Hyde on an overnight ocean cruise to Los Angeles.

Glen Hyde was the son of an affluent Twin Falls, Idaho farmer. At age 29 he had taken up river running under the tutelage of Captain Harry Guleke, a renowned riverman who ran mining machinery and supplies down the Salmon River and its infamous Middle Fork. Guleke used flat bottom scows with bow and stern sweeps which had long thin blades. In this craft Glen travelled with his sister Jeanne from the town of Salmon on the Salmon River to the Snake River and on to Lewiston.

Within a year of their meeting, Glen and Bessie were married on April 12, 1928. They arrived in Green River, Utah seven months later, intent on becoming the first couple to travel the Colorado River through Cataract, Glen and Grand Canyons. There Glen built a Guleke-style scow, twenty feet long, five feet wide, and three feet deep.

After equipping their boat, they put in on October 20, 1928, planning to reach Needles, California by December 9. Twenty-six days out, they hiked Bright Angel Trail to the rim of the Grand Canyon (they had arranged to meet supplies at Hermit Trail three days later.) That meeting would mark the last live sighting of Glen and Bessie.

Hyde's father waited until December 20 at Needles and then instigated a land, water and air search that included Emery Kolb and other Grand Canyon inhabitants, Hualapai Indians and the Army Air Corps. The search found the Hyde's scow at mile 237, 12 miles below Diamond Creek, peacefully floating in an eddy pool, line entangled in river bed rocks. The Hyde's bodies were never found. Perhaps Bessie had floated out to sea and became a mermaid. Certainly, she came within forty-seven miles of being the first woman to travel the great Colorado Canyons and she and her husband gained a place in the history of the river. (by Chaz aka Charles Howard)

Denver Post, 1929

In the low water of August, four men in two boats (the Leakin Lena and the Prickley Heat), sponsored by the Denver Post set out to explore the Yampa river for publicity to sell newspapers. It took them four weeks to travel fifty miles. One hiked out for help and dispatched the following: "Can't describe wild beauty, gorgeousness and majesty of this canon. It is really nine or ten Zion canyons placed on end. With all Zion's wild colors and for more ruggedness. Deserves to be a National Park or Monument along with Zion, Yosemite and all others."

Hatch-Swain Expedition, 1931-33

This was the first long term expedition of Bus Hatch and Frank Swain, other than an August 1929 trip from Jensen to Ouray. They pioneered the commercial potential for river runners of today.

Bus and his double cousin, Frank had floated down through the rapids of Split Mountain as children. It wasn't until a prisoner named Parley Galloway convinced Bus and Frank that they should run the river from the top to the bottom. Parley was under custody of the acting deputy sheriff Frank Swain. In exchange for his bail, Parley promised his expertise in boating. Bus and Frank posted Parley's bail only to find that Parley escaped from the Uinta Basin. At this point Bus and Frank didn't need Parley's help anyway.

On their first trip down the Green, Bus rowed facing upstream causing a wreck. The men lost all of their equipment, except for an onion and Frank's 30-40 rifle, but after a few years of running, these men became experts in the field. (by David Lammle)

Hatch-Swain Expedition, 1933

Bus Hatch, his brothers Tom and Alt, cousin Frank Swain and Dr. Russ Frazier and Bill Fahrni, both of Bingham, Utah set off from Ouray in July of 1933, using an outboard motor until they reached the first rapids in Desolation. The rapids in that and Gray Canyons gave them no trouble, and they stopped in Green River for supplies. There Alt Hatch left the party, and Royce (Cap) Mowrey joined it for the rest of the run.

Dr. Frazier (the only one with any money, these being Depression days) gave Frank and Bus \$20 and sent them to town to get supplies. Passing a local saloon, they figured that since they were so thirsty, it being hot and all, they would first have a beer. When they left the saloon, they had only \$10 left, and no supplies. They passed a general store and decided they would hunt for food in the canyons, so they bought a single-shot .22 rifle for \$7 and spent the rest for ammunition. A Mormon bishop passed by, and on learning what they were doing, gave them a big sack of

string beans and a number of melons. Dr. Frazier was upset, but they sailed anyway, into the heat of early August on the lower Green.

The lower river was so silty they swore they "rode waves of mud which would hold up great cakes of clay". Most of the rapids in Cataract they lined, at Dr. Frazier's insistence (but to the increasing disgust of the Vernalites). They did run some, though, and capsized one boat, losing only a bail bucket. Still, the heat and the ferocious rapids were telling on them, as a Vernal Express article noted: Every minute...seemed as though it might be their last. In this there was so much stress they forgot to take a movie of their fight....The water was so heavy with mud and waves so high that some of the men were knocked senseless by the impact as their boat sped over the crest.

The party reached Lees Ferry on August 6, and were met by Mrs. Frazier, who picked them up in Dr. Frazier's Cadillac. All were sunburned and brain-fried from the heat, sick of drinking the muddy water, and heartily sick of both string beans and melons. The boats they stored at Lees Ferry, where they would need them again the next year for their greatest challenge to date: the Grand Canyon. (Roy Webb)

Harold Leich, 1933

Harold Leich launched at Grand Lake in the Rocky Mountains to begin his solo trip down the Colorado River. He travelled in a folding rubber kayak and planned to end his journey at the Gulf of California. At Grand Junction he built a punt named the Dirty Devil and continued through Westwater Canyon, and past Arches. He camped at the Peterson's Ranch near Moab and visited the Mummy Caves, where they found "apparently human" bones. The Dirty Devil sank in Cataract Canyon. After hiking and swimming 30 miles to Hite, he continued hiking 50 miles to Hanksville. (by Karen Nelson)

Bus Hatch, 1934

Bus Hatch ran the Yampa for his first time in spring.

Hatch/Dusty Dozen, 1934

Bus Hatch was always ready for a river trip. He had the skill and the experience, but often lacked the money to cover expenses. In 1932, Bus met a doctor from Bingham, Utah who shared Bus' love of river adventure and who had the money to back the trips. Dr Russell Frazier went on a trip with Bus down through Lodore Canyon acquiring a lust for river running and bigger water. Frazier urged Bus to lead a trip down the Grand Canyon the following year, a task which required little prodding. Frazier put up the money and Bus took care of building the boats and logistics.

Dr Frazier had another purpose in mind besides just running through the canyon. He wanted to place a plaque at Separation Rapid honoring Oramel and Seneca Howland, and Bill Dunn. These three men had left Powell's expedition to walk out and were subsequently killed by Indians. A monument built in Powell's honor on the south rim in 1916 did not include the names of these men because the builders of the monument felt they were deserters. Frazier felt this was an injustice and wanted to set the record straight.

The crew consisted of Bus and Alton Hatch, Clyde Eddy, Dr Frazier, Frank Swain, Royce Mowrey, Bill Fahrne, and Fred Jaine, and a photographer friend of Eddy's who was to film the journey. The group launched in July, 1934 during one of the lowest flow years on record caused by the drought in the dust bowl years.

Although there were only eight of them, the group somehow acquired the name of the "Dusty Dozen", "dusty" probably referring to the lack of water. The springs that usually flow along the river were all dry so the group had to drink water from the muddy Colorado. It was a very dry trip. It was also a very difficult trip because of all the exposed rocks, but the voyagers made it through in nineteen days and they placed a plaque at Separation Rapid. When they got to Boulder Dam, they traded one boat for a case of beer. (by Barry Petersen)

Buzz Holmstrom, 1937

Haldene "Buzz" Holmstrom became a historical river figure because things didn't work out the way he originally intended. Buzz was the first person to go solo down the Green and Colorado Rivers from Green River, Wyoming to Hoover Dam.

Buzz originally planned to sign on as a boatman with a scientific expedition going down the Colorado. When he found that the crew had already been hired, he decided to build his own boat and go down the river with a friend who would hold onto the deck of the boat while on the river. He built a 15' boat of Fort Orford cedar which was native to the area of Oregon where he lived. At the last minute before his departure his friend bailed out, leaving Buzz to do the trip solo. This would be quite an accomplishment as Buzz had only been on three river trips before, and on one of those he had to hike out after wrecking his boat.

Buzz left Green River, Wyoming on October 4, 1937 with the intention of catching up to the scientific expedition he had originally applied. The expedition was leaving Lee's Ferry, Arizona on October 10. Buzz did catch and pass the expedition on November 17 near the end of the Grand Canyon. He then went on to Hoover Dam, rowing all the way across Lake Mead until he bumped the dam with the bow of his boat. Throughout the trip Buzz only portaged six rapids; Red Creek, Disaster Falls, Triplet Falls, Rapid 16 in Cataract Canyon, Badger and Lava Falls.

Buzz duplicated the trip a year later before fading from Colorado River history. After a stint in the Navy during World War II, he did a variety of odd jobs, including working as a boatman for some US Geologic Surveys in Oregon. On one such trip he died from a self inflicted gunshot wound to the head. Whether it was intentional or accidental shall never be known. (Lonesome George aka George Roos)

Nevills Expedition, 1938

Norm Nevills with the help of Don Harris, built three boats that looked like sadirons which they called "Cataract Boats". The boats were named the Mexican Hat, the WEN, and the Botony. The boats were designed to carry two or more persons with gear through formidable whitewater. This made it possible to take passengers for a fee and thus commercial river outfitting was born.

The 1938 Nevill's Expedition embarked at Green River, Utah. The party was the first successful group to include women in a Grand Canyon transit. The stout-hearted Elzada Clover and Lois Jotter provided strong support to morale.

Norm ran the WEN, Don the Mexican Hat (which, after the trip, belonged to him for his part in helping build the boats), and inexperienced Gene Atkinson ran the Botony through Cataract and Glen Canyons. At Lee's Ferry, Don had to leave to return to his job and Atkinson had had enough. Norm got Dell Reid and Lorin Bell (both inexperienced) to help him get the boats through Grand Canyon.

Nevills continued outfitting river trips until his tragic death in 1949.

Buzz Holmstrom-Amos Burg, 1938

In 1938 Buzz Holmstrom and Amos Burg duplicated Buzz's solo trip of 1937. The purpose was for Burg to film Buzz recreating his famed solo trip. An interesting point was that Burg was using a custom made rubber raft, made by the Goodyear rubber company. This was the first time the rivers had ever been rafted, though the pair actually decided to portage the raft around most of the major rapids. The legacy of this trip was small but on this trip Buzz ran all of the rapids and became the first person to do so.

Holmstrom and Burg left an inscription in Lodore Canyon just above Harp Falls on river left. Burg was only able to sell a 10 minute version of his documentary film to Paramount Pictures. (Lonesome George aka George Roos)

French Kayak Party DeColmonts-DeSeyne, 1938

While Europe teetered on the brink of war, the trio of Bernard DeColmont, his wife Genevieve and Antoine DeSeyne prepared for their descent down the Green and Colorado rivers. Bernard was on assignment from the Paris Museum of Natural History to capture the canyons of the Colorado on film. More importantly, he wanted to prove collapsible kayaks could navigate turbulent water as well as heavier wooden boats.

Putting pre-trip delays and discouragement attempts from the Park Service behind them, the trio departed from Holmes Ranch, forty miles below Green River, Wyoming, in early September. Mystified through the first sixty miles of slow water and educated by the rapids of Flaming Gorge through to Split Mountain Canyon, the kayakers took a much needed break in Jensen and Vernal, Utah. With replenished supplies and educated for the challenges awaiting them, the trio resumed their journey on October 3. With a borrowed motor, they started the hundred mile stretch of slow water to the head of Desolation and Gray Canyons. They described these as "pretty bad, but very photogenic." In passing, they described Green River, Utah as a typical small American town with a train station, a bank, two gas stations and two drug stores. From their descriptions things haven't changed much. Thank God for Ray's!

"Enchanted by the beautifully arched walls and mysterious side canyons," the trio forged on, fighting Mother Nature's harsh weather and the forty miles of untamed rapids known as Cataract Canyon, "the graveyard of the Colorado." It is described as a force so strong that one feels like a toy, powerless against it, but thankful for passage through it. Battered and tired, they continued their journey, unable to enjoy its beauty due to their race with winter. The trio passed through Glen Canyon to Lee's Ferry where their journey ended due to the weather and fears of the Grand Canyon.

Dubbed the "French Trio" by American newspapers, they proved the advantages of collapsible kayaks in the exploration of wild rivers. Genevieve was the first woman to pilot the rapids of the Colorado. With hundreds of photographs and many experiences, they returned to France with a sense of pride and accomplishment shared only by a few -- a feeling that still motivates river runners today. (by Tilts aka Pete Tilton)

Utah Fish & Game Sheep Survey, 1938

Lee Kay, Roy DeSpain, Wes Eddington and Dr D I Rasmussen ran from Flaming Gorge to Jensen in Galloway type boats built by DeSpain. They were doing a sheep survey. They ran some of Lodore with the French kayak party and camped with them at Hells Half Mile.

Stewart Gardner, 1938

Gardner went from Henry's Fork to Jensen in his foldboat. Lined most rapids but had some problems in Whirlpool.

Don Harris - Bert Loper, 1939

Don Harris and Bert Loper ran all the rapids in Grand Canyon then planned to do it again in ten years - 1949. In the meantime they went from Green River Lakes to Green River, Utah in 1940; Cataract in 1943-44; the Yampa in 1945.

They went down Grand Canyon again in 1949 - one week from Bert's 80th birthday. He had an apparent heart attack at the top of mile 24.5 rapid, entered the rapid and tipped over. His body was found 25 years later at mile 71. His boat is still on the right shore of the river at mile forty-one.

Bert Loper was known as the "Grand Old Man" of the Colorado.

Charles Mann, 1939

Charles Mann, in September of 1939, ventured from his home state of Pennsylvania to navigate the Green River in his ten-year-old, 14' kayak foldboat. A kayak foldboat is a folding kayak with a rubberized canvas hull stretched over a wooden frame. He navigated his kayak from the headwaters of the Green all the way to Lee's Ferry. Mann encountered most of his difficulties in Lodore Canyon where he nearly drowned when he was sucked under a ledge. He lost nearly everything he brought with him, including his camera, gun, most of his food and his pipes. Being a lover of smoking, Mann managed to save his tobacco. He dried it out in a frying pan and had to resort to rolling his own cigarettes. Nonetheless, he completed the solo expedition in one piece. (By Cameron Bordner)

Nevills Expedition, 1940

Mildred Baker, whom Nevills met at Rainbow Bridge on the 1938 expedition, wanted to outdo the women on the 1938 expedition and start in Green River, Wyoming. There were five passengers including Mildred plus Nevills wife Doris, along with Norm, Dell Reid and Hugh Cutler as boatmen in three "Cataract" boats which Nevills built that were 16' long and 6' wide. They used motors and oars to get down the river. There were more shifts in passengers--dropouts and pickups at Green River, Utah and Bright Angel. Among these were Barry Goldwater at Green River.

The river was low and at the third part of the Big Drop they got one boat stuck on the rocks. It took them three hours to free it. During this time they made an inscription in the rocks on river left.

They had no problems running Grand Canyon and at the end left a plaque at Separation Canyon.

Two years earlier Elzada Clover and Lois Jatter had been the first women to traverse the Grand Canyon. In 1940 Doris Nevills and Mildred Baker topped them by adding Lodore, Desolation and Gray, a feat that enabled Baker to lecture to several packed audiences in New York the following winter. (Peter Huber)

Dinosaur

Pat Lynch

Pat Lynch was a man who spent over 40 years living the life of a hermit in the area of Echo Park in what is now known as Dinosaur National Monument.

Pat was born in Ireland and left home at an early age to become a seafaring man. According to his stories, he was shipwrecked off the coast of Africa and was adopted by a tribe of natives. He wed one of the tribes maidens and fathered two children by her. Later becoming restless he abandoned the tribe and made his way to the United States.

He joined the U.S. Navy just in time to serve in the civil war. In 1863 he was wounded in battle and discharged from the service. Soon afterward he enlisted in the Army under the name of James Cooper and served there until around 1870 when he made his way westward. Pat apparently was to collect pensions under both names after moving west.

Pat soon made his way to the remote area along the Yampa River. He took with him a small herd of horses which were to become his close companions during his many years in the area which locals would come to know as Pat's Hole. During his life in the canyons, Pat came to know many members of Butch Cassidy's Wild Bunch and at times traded horses with some of them.

According to F.C. Barnes, a long time friend of Pat's: Pat lived just like a coyote. If he found a drowned horse he would take a quarter of it or so and make jerky out of it. He had jerky and bread cached all over the mountains. Sometimes when we were on a ride he would stop and study for a minute and then go to a rock or cave and come back with some bread and jerky. The bread looked like it may have been cooked over a year ago.

Over the years Pat became friends with many of the families living along the river and would spend much time going around and visiting. He frequently visited the Chew family at Pool Creek. They said he always talked with an Irish burr and used the talk of seafaring men. Ralph Chew said that many times when talk would come up of someone dying or being killed, Pat would ask if they had been killed with an axe. Some believed Pat had killed a man in this way and that he may have come to this area to hide from the law.

Pat knew the area like the back of his hand and had many places where he would hole up during a storm or when overtaken by darkness. These were usually caves and many went undetected until years after his death.

Friends had said that Pat strongly believed in spirits and would often talk to them and set out food for them. He would also talk to the animals who shared his canyon home and believed they

understood him. He believed that a mountain lion had saved him from starvation by leaving him deer kill. And that one lion in the canyon would answer when he called.

As Pat aged he began to forget things easily. Friends said that he scarcely knew what he was talking about and would ramble on from one subject to another. The last few years of his life he was too feeble to live alone, so he stayed with some friends in Lily Park. It is said that his last wish was to be set adrift on the river he loved so much. But, when Pat died on February 27, 1917 he was buried next to the Yampa in Lily Park where a weathered stone still marks his grave. (Rex Bryngelson)

Browns Hole

Ann Bassett "Queen of the Cattle Rustlers" was born in the 1880's to Elizabeth and Herb Bassett. The youngest of two daughters. The Bassetts were from Virginia. Herb was more of a city-type person and an accomplished pianist. Elizabeth was a little more adapt to the ways of the West and more of the driving force for moving the family westward. Sam Bassett, Herb's brother, was already living in Browns Hole and helped convince the family to move west in hopes of improving Herb's failing health. So the Bassetts moved to Browns Hole to take up ranching in the 1870's. Elizabeth soon after became labeled the Crow Woman or Magpie Woman because of the nagging she would do to the Indians who inhabited the area.

Ann's mother died after Ann was born. Josie and Ann were raised by Herb, whose health was improved. Josie was the refined and cultured one, even though she was married five times. Whereas, Ann was a tomboy, a real cowgirl by the West's standard. Both were sent away to a finishing school where Ann was wild and rebellious. She was later expelled and returned to Browns Hole. Ann continued to run the ranching operation. She fell in love with the outlaw Matt Rash. They may have even become engaged.

Another local rancher, Ora Hailey, owner of one of the larger ranches, the 2 Bar Ranch, was suspected of attempting aggressive takeovers of smaller ranch operations. It was Matt Rash's murder in the early 1900's that Ann suspected Ora Hailey had a hand in. She suspected Hailey had hired the gun of Tom Horn, who also killed Isom Dart. Well this really pissed off Ann and she took on revenge. She would constantly harass Hailey's ranch and his livestock, chasing them, cutting fences and in general being a pain in the ass. It wasn't until she had come across a large herd of Hailey's cattle near the Zenobia Peak area that she earned the title of Queen of the Cattle Rustlers. She drove the whole herd off a cliff. Even though she was never accused of the act, the label stuck.

As to further her revenge against Hailey, she wooed HH Bernard in the late 1900's. Bernard was the long time foreman of Hailey ranch. According to records, the marriage did not last long.

It wasn't until the 1920's that Ann was officially accused of cattle rustling. She appeared in court in Craig, Colorado. The first trial ended in a hung jury. By now Ann was a legend, not just for how she dealt with Hailey, but for how she could handle day to day life as well as the other cowboys. So when the second trial came to be, the town and locals were pretty much in favor of Ann. She was acquitted.

Ann returned to ranching and she finally settled down and married. Ann Bassett died in the 1940's. (Sherpa San)

Josie Bassett could ride, shoot and skin a beef as good as any man and yet be as feminine as any lady. Her legend was built from her enemies who claimed she shot one of her husbands, deserted another, poisoned one and ordered another off her property with a heavy frying pan. Josie may have been courted by Butch Cassidy at one time.

During Prohibition days Josie made and sold some of the best bootleg apricot brandy and chokecherry wine that the city of Vernal had the pleasure of drinking. Ben Morris who had the still in Desolation and sold firewater to the Indians was the last of Josie's husbands.

Josie was tried twice for cattle rustling but when she would put on a prim little dress with a white lace collar, coupled with pleasant greetings to the judge and jury, she walked away a free woman each time.

Desolation

I'd like to share with you what I've learned about the canyon. I'm sure there are a lot more and if you have something to add, you're more than welcome. Also, there are a lot of different "versions" of stories so it's almost like a mystery because we don't know "for sure" what exactly happened there.

As desolate as it may be there are and have been a lot of residents throughout the canyons within Desolation. To start with a few there are a number of different animals, some are mountain lion, Bighorn sheep, bobcat, coyotes, bear, deer, elk, beaver, muskrat, snakes, lizards, mice and all kinds of birds.

The Fremont Indian culture spent a lot of time probably farming the river bottoms harvesting their crops for storage in granaries that are placed throughout the canyon. They have also left numerous petroglyph panels for us to ponder, wondering what they mean. Most of the left side of the canyon is in Uintah Ouray Ute Indian Reservation.

Ben Morris

Morris built the cabin and corral in the canyon upstream from Firewater Canyon where he had a still and made moonshine to sell to the Indians. Ben was married at one time to Josie Bassett.

Rock Creek Ranch

Ranchers seem to have a knack for finding nice secluded places to call home. On such place is Rock Creek Ranch built by the Seamountain Brothers in the early 1900's. In the summer they brought supplies down Steer Ridge Canyon, then in winter, out the Price River to Woodside. We don't know much about them, but I know a lot of work went into the place.

The last resident was Nick Hogan who took care of the place for T. N. Jensen in the late 1970's but his main purpose was he "just wanted to get away". He would go to Green River on horseback for supplies.

McPhearson Ranch

Jim McPhearson settled at Florence Creek in the 1890's. He had a nice working ranch where he raised a family and lived here until he was bought out by his son in-law, Budge Wilcox. Budge ran the ranch until the 1940's when he finally sold to the Indian Reservation.

Outlaws also seem to have a knack for finding those nice secluded places. Butch Cassidy and the "Wild Bunch" used the McPhearson ranch for a way station on the "Owl Hoot Trail" which ran from Robbers Roost and the San Rafael to Browns Hole.

Flat Nose George Curry was a member of the Wild Bunch, but lived in a cave up Rattlesnake Canyon. There is another canyon "Curry Canyon" named after him, possibly because that is how the posse came when they eventually caught up to him and killed him in the winter of 1899-1900.

The canyon below Desolation is Gray Canyon (which Powell originally named Coal Canyon because of the coal beds exposed along the walls). Later Powell changed the name to Gray.

At the end of Gray Canyon, the river finds it's way through a valley where the town of Green River is located. Green River was founded in 1878 as a mail relay station. The DR&C railroad bridged the river there in 1883. Also, many ranchers settled around so that's how it got to be an "official community". It was also one of two Green River crossings of the old Spanish Trail. (Kelly Dunham)

Canyonlands

Steamboats

The Major Powell, Undine, Cliff Dweller and the City of Moab played an interesting but unsuccessful role in the early history of boating on the Green and Colorado Rivers. Their attempts were plagued by natural obstacles, particularly shallow water, sandbars and rapids.

The Major Powell was a steamer about 35' long with an 8 ft' beam. An upright boiler powered two six-horsepower engines attached to twin screws. W. H. Edwards, who had been with the Stanton railroad survey in 1889 and who had also traveled through Cataract Canyon with the Best expedition in 1891, was one of the organizers of a small Denver company that planned to develop the tourist business in the canyons through the use of power craft. Three men --Edwards, H. F. Howard, and one Graham, those whose names appear on the rock--brought the boat down the Green River from Wheeler's Ranch and the inscription tells us they arrived on March 24, 1893. In telling of these experiences later, Edwards (1929) recounted other trips in the Major Powell and other adventures in the canyon country of the Colorado River.

Joseph A. Ross (undoubtedly identical with the "Joe Ross" of the inscription at the head of the Spanish Stairs trail) became interested in the potentialities of the canyon country tourist business. In 1901, for Frank H. Summeril of Denver, Ross boated down to Spanish Bottom and actually surveyed the entire area. It appears that Summeril hoped to build a health resort, or sanatorium, in the locality and bring his clientele in by riverboat. The "Undine" was built by Summeril in 1901. It was copied after the Mississippi riverboats. In May of 1902 the "Undine" sank trying to make the run from Moab to Cisco. It turned over in a riffle at Big Bend.

In 1904, The "Cliff Dweller" made only one trip from Green River to Valintine Bottom (Valintine Bottom being named after a passenger onboard). In 1905, the "Cliff Dweller" was lengthened ten feet, a new boiler was added, a paddle wheel was put on the boat's stern, the second deck was removed and the boat was renamed the "City of Moab".

Other attempts to commercialize power on the stretch from Green River to Moab introduced other boats as the Wilmont, Utah, Paddy Ross, Navajo, Marguerite, Ida B, Dispatch, Colorado, Black Eagle and Betsy Ann. The drilling of the damsite in 1914 near the head of Cataract Canyon provided a subsidy to a few of these boats.

The oil gusher which blew in early in December of 1925 about twenty miles below Moab put the Moab Garage Company in the river transportation business with the Big Boat, the Punkinseed, and the Black Boat.

The Wheeler Brothers

Arthur Ross and Wallace from New York settled twenty miles south of Elgin in 1884. They put in waterwheels for irrigation, planted alfalfa, fruit and raised cattle. At Beaver Bottom, Arthur left an inscription in the rock right above camp. He was probably looking for strays.

Spanish Bottom

For years there has been a controversy between Southeast Utah natives and historians about the location of the Spanish Trail crossing. From what I have read and in talking to Pearl Baker, I tend to believe Spanish Bottom was one of the crossings on the Spanish Trail. The trail was a connecting route between the two main Spanish colonies in 1776 - 1785 (Santa Fe to Los Angeles). In huge mule trains would be hauled some blankets and grains, but the main supplies were Indian slaves. The trail came up through the Bears Ears, around north and east, probably down Lower Red Lake Canyon, across the river and up the "Spanish Stairs" into the Land of Standing Rock. (Bret Jamison)

Westwater

At the turn of the century Westwater consisted of a general store, post office, ranch, and hotel. The reason for the town's existence was the railroad depot located there.

The canyon's rapids were first run in 1897 by Babcock and Miller. Others including Kolb, Loper, Barnes, Galloways, and Leich followed.

Historic sites include the miner's cabin below Wildhorse Rapid. Early 1900's resident Owen Malin claims to have helped build it. He and others worked the surrounding terraces for flour gold. It was restored by the BLM in 1974.

Residents of the counterfeiters cave include a band allegedly making bogus money. Jack Warren, mail carrier and prospector around 1904. In 1908 or 1910, one armed Rich McGrooder and another man, possibly his brother, whose remains may be buried under the stone marker downstream, occupied the cave. Their provisions may have been packed in by the owner of the Rose ranch at that time. The final occupant of the cave was a small Swiss immigrant who dreamt of running the canyon's rapids.

Roger Green's discovery of a skeleton in 1956, while on Les Jones mapping expedition, led to the renaming of one rapid. Big Whirlpool was renamed when members of the party re-arranged portions of the skeleton while making some sort of statement christening it "Skull Rapid".

In the early seventies "Wild and Scenic River" status was proposed but killed by Ronald Reagan. (Mike Whalen)

The Fremont Culture

The first signs of the Fremont Indians can be dated at 500 A.D. - almost a thousand years before Columbus sailed from Spain. There were five distinct groups of Fremont Indians; the Uintah, San Rafael, Sevier, Parowan, and the Great Salt Lake Fremont. All five of these groups are contained within the boundaries of Utah with the small exception of North Eastern Nevada and North Western Colorado. The name Fremont was coined by Noel Morris on an expedition for the Smithsonian in 1951. He named the culture after the Fremont River which was named after a white explorer.

There were many things unique to the Fremont Indians. They were the last of the archaic cultures. They harvested dent corn. So named by the dimples on the kernels. Dent corn was very drought resistant which made it a suitable crop for the Utah climate. Their basketry and wall art was very distinct and unique. They used trapezoidal shapes for their figures. They traded seashells and turquoise which was unusual because neither of these are native to Utah. They made moccasins from the legs of deer. They also made golf-ball sized balls of stone which when measured are almost exactly spherical. These may have been used as a weight or for a game. Their pottery was very plain - either black on grey, grey on grey, or plain grey. But it's construction was durable and unique to each of the five regions.

A typical Fremont Indian site consists of thirty or more dwellings. However only three to five were occupied at any one time. The largest of the sites, five fingers village, was found in Clear Creek Canyon during the construction of Interstate 70. These villages were mainly situated between 5500 and 7000 feet. Assumably because the Juniper and Pinion Pine grow at this altitude. The average size of a pithouse was twenty feet in diameter. These houses were either round or pentagonal. They had a ventilator shaft or crawl space, a ceramic lined fire pit, four or more holes for posts to support the roof, covered below floor storage cysts and sometimes a bench. The roof was usually constructed of willow sticks which were covered with clay and topped off with a foot or more of earth. This made the pithouses retain heat in the winter and stay cool in the summer, which made them energy efficient. The eastern sites were different. They were defense oriented, you could almost call them a fort. They were built high on ridges and cliffs with one place of access and in view of other sites. This could support the theory that the Fremonts retreated east in a defensive posture.

The archaeological study of the Fremonts began in 1915 by a man named Neal Judd from Harvard University. Next to come along was Clifford Emerson in 1951 from the Smithsonian. Noel Morris was part of this expedition. Later in the fifties Marie Warmington set up the pottery classifications. After this, there was a lull in the archaeological study of this culture. But in the late sixties this was revived by Jennings and Atkins who classified the five different groups of the Fremonts.

The end of the Fremont culture leaves us with many questions. We know they ceased to exist sometime between 1250 and 1300 A.D. We know that during this time there was a drastic climatic change across the entire continent. We also know that they coexisted with the Anasazi, and other early indian cultures. Were they consumed by these cultures, or did they leave? Because at this time the pottery drastically changed. Did nomads move in and kill them off, or make them retreat east to become part of the Comanche nation on the Missouri Plains? We know the Comanches arrived late on the plains, just about the time the Fremonts disappeared.

If you could come away from this interpretation remembering anything, I would want it to be that the Fremont Indians are an extinct archaeological culture. We can never be invited to a wedding, a dinner, or to hunt, gather and farm alongside these incredible people. So the only thing that is left are the artifacts that we find; pottery, panels of art, arrowheads and other remnants of their culture. These things are not pieces of art which we have the liberty to take and put on a shelf somewhere in our homes, but they are fragments of a living, breathing, and loving society. Antiquity laws are put into place to assure the survival of these great sites.

If you want to learn more about the Fremont Indians visit Fremont State Park. (by Timbo Angus)

Buzz Holmstrom - Log of 1937

I think this river is not treacherous as it has been said to be. Every rapid speaks plainly just what it is and what it will do to a person and a boat in the currents, waves, boils, whirlpools, and rocks if only one will listen carefully. It demands respect, and will punish those who do not treat it properly. Some places it says "go there safely, if you do it just this way" and in others it says "do not go here at all with the type of boat you have" but many people will not believe what it says.

Some people have said I conquered the Colorado. I don't say so. It has never been conquered and never will I think. Anyone whom it allows to go through its canyons and see its wonders should feel thankful and privileged.

Sometimes I feel sorry for the river. It works every second of the ages carving away at the rocks and digging its canyons. It carries a million tons of silt a day. And again, I feel sorry for the mountains with the river gnawing at their inside, but I guess my sympathy doesn't seem very important to either of them.

I know that I have gotten more out of this trip by being alone than if I was with a party, as I have more time, especially at night to listen, look, think and wonder about the grandeur that surrounds me, rather than to listen to talk of war, politics and football scores.

The river probably thought "He is such a lonesome, ignorant, unimportant and insignificant pitiful little creature with such a short time to live that I will let him go this time and try to teach him something.".....It has been less kind to many prouder people than I.

A SPECIAL THANKS TO ALL WHO
PARTICIPATED AND HELPED
WITH THIS COMPANY PROJECT

THE 1988 HOLIDAY RIVER EXPEDITIONS CREW
PEARL BAKER
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