

Trails to California: Hastings (Cutoff) Road 1846

This research report, with GPS data and maps, documents the Hastings (Cutoff) Road Route of the California Trail in Wyoming, Utah, and Nevada. The research is based on historical maps and travelers' Journals & Dairies, including the Donner-Reed Party.



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2016**



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Cover Photo

Looking westward, from the top of Big Mountain Pass, at the Wasatch Mountains, and the route of the Hastings' Cutoff.

Steve F. Russell
September, 2016

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ACKNOWLEDGMENTS

Many thanks to Dan Rosen for reviewing my research map of the Hastings Road.
Please refer to his website for many more details:

<http://www.donnerpartydiary.com/>

A most hearty thank you to Kris Townsend for his suggestions about how to present this research and his full support and willingness to host the research results on his website:

<https://trailresearch.org/index.php>

It is my hope that trail researchers will use this research report as the basis for future research that will improve our knowledge of the Hastings Road.

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Introduction

Perhaps the biggest fallacy within the system of western trails to California is the Hastings (Cutoff) Road (Hastings Road). It seems that its primary purpose was to give employment and notoriety to Lansford Hastings rather than to provide emigrants and gold seekers with a better route to the Humboldt River. The cutoff is almost entirely within the Great Basin of the western United States, which means mostly desert or semi-desert conditions and mostly poor water. In 1855, the Beckwith map called it the Hastings Road.

Even the name was a fallacy because it was not in any real sense a "cutoff." The actual distances of the three available routes from Fort Bridger, to the Mouth of the South Fork of Humboldt River, had the following distances:

1. Via Hastings (Cutoff) Road 1846, 477 miles.
2. Via Salt Lake Alternate 1848, 437 miles.
3. Via Fort Hall and Raft River 1843, 481 miles.

The Hastings route was longer, more difficult, and more dangerous than the others.

Hastings promoted the route, and greatly exaggerated the savings in distance, to emigrants arriving at Fort Bridger. In fact, the Salt Lake Alternate 1848 was shorter by 40 miles – and a much better route. The route through Fort Hall was only 4 miles longer – and a much better route. Fort Hall offered resupply to the emigrants, as did Salt Lake City. If resupply was not needed, the Fort Hall route, combined with the Hudspeth Cutoff 1849, would have been shorter still.

Pioneer travelers finally "saw the light" and stopped using the Hastings (Cutoff) Road when better alternate routes over the Wasatch Mountains became available – around 1850. From 1846 to 1850, many travelers suffered this terrible route. The Donner-Reed party could have avoided their tragedy if they had avoided the Hastings "Cutoff," and used the Fort Hall route. Hastings bears a significant share of the blame for their deaths.

The route was plagued with bad water or sometimes total lack of water, and was routed across some of the worst desert land in the Great Basin. The 1855 railroad survey map by Beckwith labels the central part of the route as simply, "The Desert." When the Central Pacific Railroad was built, their route looped around the north side of the Great Salt Lake to avoid this desert. The railroad map of the route also labels the central part of the Hastings route as, simply, "The Desert."

After Donner Spring, the Hastings route was essentially the same as the route of Bidwell-Bartleson 1841, until reaching the Ruby Mountains, where the Bidwell party took the trail over Harrison Pass. In addition, Bidwell-Bartleson 1841 had more practical sense and chose a route, north of the Great Salt Lake, thus avoided both the crossing of the Wasatch Mountains and the Salt Lake Desert.

The Hastings Route is essentially that of the Donner-Reed party because this was the route that was directed to them by Hastings. Hastings knew about a potential route down the Weber River but he decided a shorter route, over the Wasatch Mountains at Big Mountain Pass, would be better. The Donner-Reed party was the first to use this route, and they spent several days clearing brush and timber so their wagons could get through.

The first Mormon pioneer company crossed over Big Mountain Pass in July of 1847. The route stayed the same for subsequent travelers until it was abandoned, west of the Great Salt

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Lake, in 1850.

Eventually a wagon route (and a railroad) were built down the Weber River and emigrants used that route. East of Salt Lake, emigrants had a choice to use the Big Mountain Pass, or a new route called Parlay's Golden Pass Road 1860. The Bureau of Land Management website states that the Parlay route was used only a short time but another source states that it was the preferred route into the Valley until the railroad came. The Great Overland Stage (Road) began using Parleys Road in 1960.

Research

My goal, as always, is to use original sources of maps, diaries, and government reports to obtain the best possible location of the route and its place names and landmarks. In addition, I apply my knowledge of other trails through the area to compare when they are close or coincide.

The most helpful original sources are the following.

1. Diary of Miller-Reed 1846
2. Diary of Edwin Bryant 1846
3. Map of a Survey for A Rail Road from the Mississippi River to the Pacific Ocean by Capt. E. G. Beckwith 1855
4. Map of Fremont Survey, Oregon-California 1848
5. Original Cadastral Surveys, U. S. Department of the Interior, Bureau of Land Management (BLM), records for Survey Plats and Field Notes.

Other helpful sources that may contain some material from original sources and does contain modern commentary:

6. Donner Party Diary by Daniel M. Rosen 1996-2021 (Internet Based).

Please read Appendices C, D, and E for information about me and my research methods.

I have tried to incorporate every source possible

For a different viewpoint and more information, I recommend that the reader consult the the website "Donner Party Diary by Daniel Rosen. <http://www.donnerpartydiary.com/>

Dan Rosen stated that "Reed believed that: 1) the cutoff saved 350-400 miles, 2) the route across "The Desert" was 40 miles when it was more like 60-70 miles." It was much worse than the desert on the Sublette Cutoff.

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Modern Description of the Route

July 31, 1846 to Sep 26, 1846

Notes:

1. The campsites named in this description are those from the Miller-Reed Diary 1846
2. For more detailed descriptions and information, refer to the website: "Donner Party Diary by Daniel Rosen". <http://www.donnerpartydiary.com/>

BEGINNING OF THE Hastings (Cutoff) Road

Fort Bridger, Wyoming

July 31, 1846

Fort Bridger to Big Mountain Pass

Fort Bridger - This was a main resupply point on the Oregon Trail. It eventually became less important when Salt Lake City became a major resupply point for the California Trail, because it produced almost all the products needed by the pioneers.

Spring (Creek) Valley - The route passed Blue Spring (now Cottonwood Reservoir) on its way to the Spring Valley area. Spring Creek is a tributary of Blacks Fork of the Green River. The California Trail east of Fort Bridger also followed Blacks Fork.

Altamont - After Spring Creek, the route continued southwest to there Camp of Jul 31, at a steep hill now called Meyer's Ridge. From there, they went up Grassy Draw toward Aspen Mountain and around the north side of it to Altamont.

Bear Town - They followed the creek canyons to Sulphur Creek to their Aug 1 Camp at Bear Town. It is very surprising that they did not go further south along Silver Spring Creek, Aspen Creek, and La Chapette creek, but the diary reported being within a mile of Bear River when they exited the mountains so the route shown in the map fits the diary description. Reed comments that they should have gone right (down Sulphur Creek) because it was said to be a much better road.

NOTE: Between Beartown and Echo Canyon, there were two routes for the Hastings (Cutoff) Road. The more southernly, followed by the Donner-Reed Party and the Harlan-Young Party (information from Dan Rosen) may not have been followed by anyone else. The more northerly route was probably the one used by most Hastings (Cutoff) Road Travelers. It was a better crossing of the mountains.

Bear River (Donner-Reed & Harlan-Young Route) - From Bear Town, the parties went south through Hilliard Flat and along Sulphur Creek to the ridge at Meyers Reservoir, and then headed due west to the Bear River Crossing.

Yellow Creek - Heading westward from Bear Creek, the parties passed Harding Hollow, Sage Creek Draw to Yellow Creek. Donner-Reed made their Aug 2 Camp on Yellow Creek.

Echo Canyon - Continuing westward, the route went down Yellow Creek to Barker Reservoir and then westward over the hills to Cache Cave Creek. They then

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crossed low mountains to Rees Creek and followed it to down to Echo Canyon, where Donner-Reed camped Aug 3. They came into the canyon near Castle Rock and the Interstate 80 interchange.

Bear River (Main Hastings Road Route) - From Bear Town, the Hastings Road went down Sulphur Creek to the Bear River Crossing.

Echo Canyon - From the Bear River Crossing, the Hastings Road turned westward at Stagecoach Hollow and crossed the mountains to Coyote Creek and went down this creek to Yellow Creek. It passed a California Trail landmark, "The Needles," just prior to reaching Yellow Creek. The road continued over some mountains to Cache Creek and then turned southwest where it reached Echo Canyon. This was the main route of the Hastings Road.

Heiners Creek - Following down Echo Canyon, southwest, they passed Castle Rock on the right. Reed named the canyon "Red Run Valley." Their Aug 4 Camp was about a mile up the canyon from Heiners Creek. Their Aug 5 camp was near the town of Echo, near the mouth of Echo Canyon.

Henefer - Continuing on, they went down the Weber River to the mouth of "Main Canyon" where they camped Aug 6-10, west of Henefer. In this part of the Diary, the locations and dates are somewhat confusing. It may be that Reed wrote them on a different day and mixed up the events. The Harlan-Young Party had taken the route down the Weber River to near Ogden, but Hastings had come back to tell the Donner-Reed party to take the Big Mountain Pass route.

Hogback Summit - It is an easy road southward up "Main Canyon" to Hogback Summit and their Aug 11 Camp.

East Canyon Creek (Bosman or Bauchmin Creek) - Continuing southward down Dixie Hollow they reached East Canyon Creek and followed it southward to the mouth of Little Emigration Canyon where they made their Aug 14-17 Camp. The location of the camps on Aug 12 and Aug 13 are not determinable because the distances are not completely given. The Diary is confusing along this route and the distances just don't add up. What we do know is that they struggled along this route and had to clear out brush and trees. The map does not contain a camp symbol for these two days because they are not accurately known.

Little Emigration Canyon - They went up the canyon about a mile and camped Aug 14-17. They stayed in this camp to clear a road for wagons up and over the pass.

Big Mountain Pass (Reed's Gap) - On Aug 18, they went up the canyon and reached the pass and crossed over into Mountain Dell Canyon. Reed called it a "Natural easy pass."

Big Mountain Pass to Donner Spring

Mountain Dell Canyon - The south side of Big Mountain Pass is very steep and it is somewhat perplexing that the Diary does not mention this. Their camp of Aug 18-19 was at the Quaking Asp Grove in Mountain Dell Canyon. The route down the canyon, past Mountain Dell, was much better until they reached, what is now, the dam for Little Dell Reservoir. Here they turned west and ascended the steep sidehill up to Little Mountain Summit.

Little Mountain Summit - At Little Mountain Summit, the descent westward to Emigrant

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Canyon was steeper than the ascent, and just as long. This is another case that is perplexing that the Diary does not mention tough ascent and descent. They camped Aug 20-21 at Emigrant Canyon to clear a road to the valley floor.

Valley of the Lake - They reached the Salt Lake Valley and Camped Aug 22.

Jordan River - They reached the east bank of the river and Camped on Aug 23. They crossed the Salt Lake Valley and Camped on Aug 24, at a spring of brackish water. It was near here that they identified the wagon route of the party that Hastings had guided down the Weber River before they had arrived at Henefer.

Leaving the brackish spring, the route went around the north point of the Oquirrh Mountains where it reached the area of Lake Point where the historic settlement of E. T. City was located.

Lake Point - The route continued southwest to Adobe Rock, and then past Benson's Mill (historic site) to the upper wells.

Grantsville - There are a scattered group of free-flowing wells southwest of Stansbury Lake which the Diary called the Upper Wells.. There continues to be free-flowing wells in that area (Lower Wells) all the way to Grantsville. The Diary reports there are a number of brackish wells with miserable water. They camped here on Aug 25. From the Diary: "Gentleman by the name of Luke Halloran, died of consumption having been brought from Bridger's Fort by George Donner a distance 151 Miles. We made him a coffin and buried him at the upper wells at the forks of the road in a beautiful place."

Big Spring - The route went past Grantsville, and continued across the flat area to the east of the Stansbury Mountains. (They camped Aug 26 near Warm Springs) At the north point of the mountains (Timpie Springs Waterfowl Management Area), the route swung around to the southwest west to reach Big Spring.

Iosepa - From Big Spring, the route went south-southwest to Burnt Spring (where they camped Aug 27), Muskrat Spring, and Horseshoe Spring on a nearly straight line to Iosopa. Their camp of Aug 28-29 was near Iosepa. The water on this route was brackish wells of miserable water until they reached the "delightful fresh water wells" of Iosepa.

Redlum Spring - Leaving the delightful water, they continued on around the south tip of the mud flats of Skull Valley and then swung northward toward the Cedar Mountains and Redlum Spring, where they camped on Aug 30. It is unclear if the spring was right on the route or a little to the west. The water was none too good because it first had the name "Sulphur Spring." The diary stated "avoided water; not good for Cattle, emigrants."

NOTE: Between Redlum Spring (Sulphur Spring) and Donner Spring, the Diary notes provide scant information about the route and campsites. In the 1871 USGS survey map, the name "Sulphur Spring" is applied to a spring about 6 miles south (and 10 degrees east) of Redlum Spring. It is now called Eightmile Spring. However, it is unlikely that this spring is the camping site for Aug 30.

Donner Spring - From Aug 31 to Sep 9, the party struggled to get everyone across the Cedar Mountains, Salt Lake Desert ("The Desert"), and Silver Island Mountains to

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Donner Spring. People and livestock were scattered out along the route with no water and terrible muddy sand. They crossed Hastings Pass and traveled past Argonite. The Diary entry for Aug 31 was "in desert drive of Sixty 60 miles" Without good Diary remarks or distances, we have estimated that it took 4-5 days to travel from Redlum Spring to Donner Spring – and several days longer with muddy sand a livestock and equipment failures. With this estimate, they camped Sep 3-9 at Donner Spring. However, only part of the party camped there this entire time.

The Diary contains these terse remarks:

Sep 1. in desert

Sep 2. in desert; Cattle got in; Reeds Cattle lost this night.

Sep 3. (in desert)

Sep 4. (in desert) lost Reed cattle, 9 Yok(e), by not driving them Careful(ly) to water as directed by Reed.

Hunting Cattle 3 or 4 days, the rest of teams getting in and resting, Cattle all nearly given out

The party crossed Hastings Pass, passed by Argonite, went through the Salt Lake Desert, past Floating Island, into the Silver Island Mountains, crossed Donner-Reed Pass, crossed 8 more miles of desert, and arrived at Donner Spring. Rescue parties went back to the deserts to help people and animals with water and labor to salvage what they could of wagons, supplies, and livestock. The distance from Redlum Spring to Donner Spring was about 69 miles. Conditions in the Salt Lake Desert varied significantly due to season and precipitation. Some later parties had much fewer problems crossing.

Donner Spring to Cave Creek Spring

Bidwell-Bartleson Route 1841 At Donner Spring, the Donner-Reed Party would have encountered the Bidwell-Bartleson Route of five years earlier. Research shows that they followed much of the same route westward to the Humboldt River. However, there is no mention of this track in the Diary.

Bidwell Pass - Leaving Donner Spring, they headed southward and would have encountered Munsee Spring 2.5 miles south of Donner Spring and another place to get good water. That evening, they camped on Sep 10 near the state line between Utah and Nevada. Leaving their camp the next day, the party swung westward and traveled to Bidwell Pass.

Big Springs - They crossed Pilot Creek Valley to get to Silver Zone Pass, where they crossed the Toano Range into Goshute Valley. At this point, they headed directly toward their destination at Big Springs on the east side of the Pequop Mountains. This was their camp of Sep 11-12.

NOTE: There were probably two routes between Bidwell Pass and Silver Zone Pass. The more northerly one (Yellow line) was used by Bidwell-Bartleson to avoid the sand dunes. The more southernly route was used by the Hastings (Cutoff) Road travelers. It is unknown how much of an impediment the sand dunes were 180 years ago.

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NOTE: Between Big Springs and Jasper (Flowery Lake) Pass , there were two routes. The more westerly (Yellow line) route was followed by Bidwell-Bartleson while the more easterly (between Big Springs and Flowery Lake Springs) was followed by all the other Cutoff travelers, including Donner-Reed.

Flowery Lake Springs (Basin or "Mad Woman" Camp)- From Big Springs, the Donner-Reed party went due south to Flowery Lake Springs where they camped on Sep 13. This camp is somewhat unique in that, the next day, the Diary mentions "left the Bason Camp or Mad Woman Camp as all the women in Camp ware mad with anger." There is no explanation as to what caused the anger but it could be justified on the basis of hard times.

(Two) Mound Springs - Heading due west, the party crossed the Pequop Mountains at Jasper (Flowery Lake) Pass, which brought them into the Independence Valley. They crossed to the east side of the Spruce Mountain Ridge and camped Sep 14 at (Two) Mound Springs.

Warm Springs - From (Two) Mound Springs, the route took them over Spruce Mountains Pass and into Clover Valley, where they headed westward to Warm Springs. and camped on Sep 15. Warm Springs is truly an oasis in the desert but the Diary for that day does not say anything about it.

Withington Creek - From Warm Springs, they headed southward to Curtis Spring and crossed through a gap on the southern end of the East Humboldt Range. (Curtis Spring is where the Fremont's Exploring Route 1845 swung north in the Ruby Valley and crossed Secret Pass to reach the Humboldt River) From here, they traveled southwest to Withington Creek and camped on Sep 16. The Diary remarks that this camp had "plenty of grass & water," but I wonder if this remark should have applied to their Sep 15 camp at Warm Springs. The description fits that location much better than either Withington Creek or Franklin River.

Ruby Mountains - The route skirts the east side of the Ruby Mountains, southward for about 42 miles before heading west and crossing Overland Pass. There were two passes that would have avoided this long loop around the south end of the Ruby Mountains, Secret Pass and Harrison Pass. Hastings rejected a route that would go through Secret Pass (Humboldt Pass 1855), and on to Mary's River (at Halleck, Nevada), as being too rugged for wagons. The Harrison Pass is also very rugged.

Rock House - From Withington Creek the route went to the eastern foothills of the Ruby Mountains and then southward to the area of Rock House, near the northern end of Franklin Lake, where they camped on Sep 17-18. Their party passed Hot Sulphur Springs but did not mention it so the trail must not have been close enough to see it.

Cave Creek Spring - From Rock House southward, They passed Franklin Lake, the mouth of Harrison Pass Creek, and Ruby Lake National Wildlife Refuge, where they camped Sep 19 at Cave Creek Spring. The Diary reports: "... large Spring Breaking out from the (rocks) and part of large Rock Stream...."

NOTE: From the Diary report of Sep 20, which gives a total distance of 384 miles from Fort Bridger, we can calculate a distance of 374 miles to Cave Creek

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Spring. The Topographic distance on the route to Cave Creek Spring is 384 miles, a difference of only 10 miles (or 2.6%)! From Cave Creek Spring to Mary's (Humboldt) River, the remaining distance is 89 miles.

NOTE: At Harrison Creek, on the east side of Ruby Mountains, there was a route through Harrison Pass that was used by Bidwell-Bartleson 1841. They had searched for a pass that would avoid going around the south end of the Ruby Mountains. They went as far south as the Ruby Lake National Wildlife Refuge before doubling back and taking the Harrison Pass route (Yellow Line). This pass was unsuitable for wagons.

Cave Creek Spring to Mary's (Humboldt) River

Ramires Springs - leaving Cave Creek Spring, the route went between the foothills of the Ruby Mountains and Ruby Lake. They passed the Gallagher Fish Hatchery, Shanty Town, Banana Pond, and Ramires Springs (Beautiful Springs). Upon reaching Narcise Springs, they camped on Sep 20. Where they camped is very near Fort (Camp) Ruby, an National Historic Landmark.

Overland Pass - Continuing southward from Ramires Springs, the route took them past Fort Ruby Spring to the point where they swung westward and crossed Humboldt Pass. The 1860 Pony Express route and Fremont's Exploring Route of 1845 also crossed this pass.

NOTE: Fort Ruby (National Historic Landmark)- Internet (Wikipedia): Fort Ruby, also known as Camp Ruby, was built in 1862 by the United States Army, during the American Civil War, in the "wilderness of eastern Nevada." It protected the overland mail coaches and Pony Express, in order to maintain links and communication between residents of California and the Union.

Huntington Creek - The route left Overland Pass and swung to the north and followed Huntington Creek all the way to the South Fork Mary's (Humboldt) River. West of Overland Pass, they camped Sep 21 where the trail reached Huntington Creek. They went down what the Diary called Sinking Creek Valley, and camped on Sep 22 and 23.

They continued on, passing about 3 miles west of Jiggs (near where the Bidwell-Bartleson Route 1841 rejoined the cutoff), and camped on Sep 24, about 3 miles south of the confluence of the South Fork with Huntington Creek.

Humboldt River South Fork - They continued northward following the valley of the South Fork to Red Earth Hill, then through the South Fork Canyon, where they arrived at Mary's River, or Humboldt River, on Sep 25.

END OF THE Hastings (Cutoff) Road
Mary's River or Humboldt River, Hunter Interchange, I-90, Nevada
September 25, 1846

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Internet Links

- <http://www.donnerpartydiary.com/index.html> (Dan Rosen)
- <https://user.xmission.com/~octa/DonnerParty/>
- https://en.wikipedia.org/wiki/Hastings_Cutoff
- <https://emigrantrailswest.org/virtual-tour/in-progress-2/>
- <https://octa-trails.org/emigrant-profiles/hastings-cutoff/>
- <https://www.blm.gov/visit/california-national-historic-trail-nht-hastings-pass>
- <https://www.nps.gov/articles/000/visit-to-hastings-cutoff-2020.htm>
- <https://aliceosborn.com/the-hastings-cutoff-what-really-killed-the-donner-party/>
- <https://www.history.com/news/donner-party-route-cannibalism>

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References

The Emigrants' Guide to Oregon and California by Lansford W. Hastings (Original Book)
<D:\JOURNALS++HISTORICAL\Hastings Trail Guide 1842\Hastings, An Emigrants Guide to Oregon and California.pdf>

The Emigrants' Guide to Oregon and California by Lansford W. Hastings (Internet Version)
<D:\Website Copier & Mirror\Hastings Trail Guide 1842\01 oregon-t Home Page.htm>

XMISSION.COM DIARIES

Miller-Reed Diary by Kristin Johnson

<https://user.xmission.com/~octa/DonnerParty/MillerReed.htm>

<D:\+Books-Historical\Hastings Cutoff, Kristin Johnson\Miller-Reed Diary, Hastings Cutoff, Kristin Johnson.pdf>

New Light on the Donner-Party by Kristin Johnson

<D:\+Books-Historical\Hastings Cutoff, Kristin Johnson\Miller-Reed Diary, Hastings Cutoff, Kristin Johnson.pdf>

<https://user.xmission.com/~octa/DonnerParty/index.html>

<D:\+Books-Historical\Hastings Cutoff, Kristin Johnson\New Light on the Donner Party Kristin Johnson Home Page.pdf>

The Hastings Trail by Roy D. Tea

<https://user.xmission.com/~octa/RTFrames.htm>

Diary of Edwin Bryant

<D:\+Books-Historical\Bryant, Edwin JOURNAL.wpd>

Fremont Surveys (Fremont Survey Ore-Cal 1848 IPTC.jpg)

<D:\+Maps-Historical\Fremont Explorations 1838-1844\Fremont Survey Ore-Cal 1848 IPTC.jpg>

The Donner Party by Daniel M. Rosen (plus Hastings Cutoff)

<http://www.donnerpartydiary.com/>

[Donner Party Diary, Index of Monthly Entries](#)

Trails West - Hastings Cutoff

<https://emigrantrailswest.org/virtual-tour/in-progress-2/>

Overland Emigration, the California Trail, and the Hastings Cutoff by Gary Topping

<D:\+OREGON-CALIFORNIA-TRAILS\1846 Hastings Cutoff\05-Resources & References\Cal trail and hasting cutoff.pdf>

The Emigrants' Guide to Oregon and California by Lansford W. Hastings

<https://octa-trails.org/product/emigrants-guide-to-oregon-california-1845-pioneers-guide-for-the-westward-traveler/>

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The Emigrants' Guide to Oregon and California, by Lansford W. Hastings, reproduced in facsimile from the original edition of 1845, with historical note and bibliography by Charles Henry Carey.

<https://catalog.hathitrust.org/Record/001270656>

Across the Plains in the Donner Party: A Personal Narrative of the Overland Trip to California. By Virginia Reed Murphy, 1833-06-23 - 1921.

<http://digital.library.upenn.edu/women/reed/donner/donner.html>

Survey for A Rail Road from the Mississippi River to the Pacific Ocean (Beckwith)

Explorations and Surveys for a Rail Road Route from the Mississippi River to the Pacific Ocean, War Department, Route near the 41st Parallel, **MAP No. 1, Green River to Great Salt Lake**; from Explorations and Surveys Made under the Direction of the Hon. Jerrerson Davis, Secretary of War, by Capt. E. G. Beckwith, 3rd Artillery, E. W. Egloffstein Topographer for the Route. 1855.

[No. 1, Green River to Great Salt Lake.pdf](#)

Explorations and Surveys for a Rail Road Route from the Mississippi River to the Pacific Ocean, War Department, Route near the 41st Parallel, **Map No. 2, From Great Salt Lake to the Humboldt Mountains**; from Explorations and Surveys Made under the Direction of the Hon. Jerrerson Davis, Secretary of War, by Capt. E. G. Beckwith, 3rd Artillery, E. W. Egloffstein Topographer for the Route. 1855.

[No. 2, Great Salt Lake to Humboldt Mountains.pdf](#)

Transcontinental Railroad 1869-1871

[D:\+OREGON-CALIFORNIA-TRAILS\1869-1871 Central & Union Pacific Railroad Map of the Central Pacific Railroad 1871.jpg](#)

Trails to California: Hastings (Cutoff) Road 1846

Maps of the Hastings (Cutoff) Road Route

There are three maps documenting the Hasting Cutoff Route

1. Simplified Map of the routes and labels that is an "uncluttered" version of the research map.
Some routes are simplified and some map labels are removed.
2. Research Map showing the full details of the information used in the research. All applicable routes are shown.
3. Elevation Profile map, significant landmarks, east-to-west.

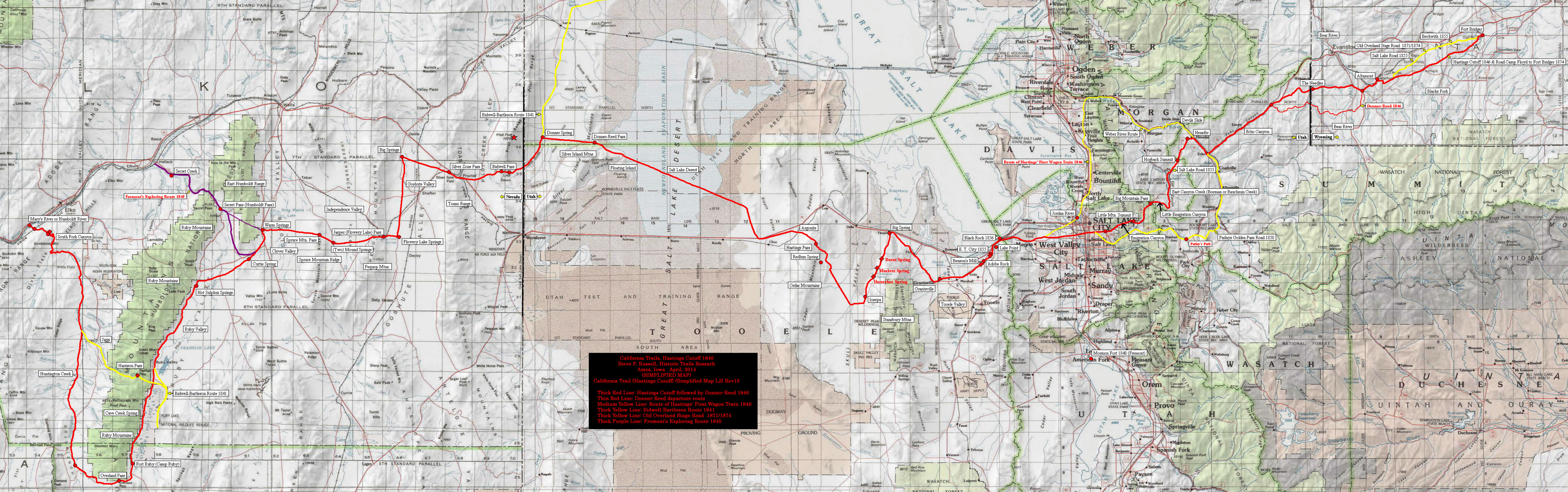
These maps are large and are intended to be viewed only in Adobe Acrobat, unless special large-format printers are available.

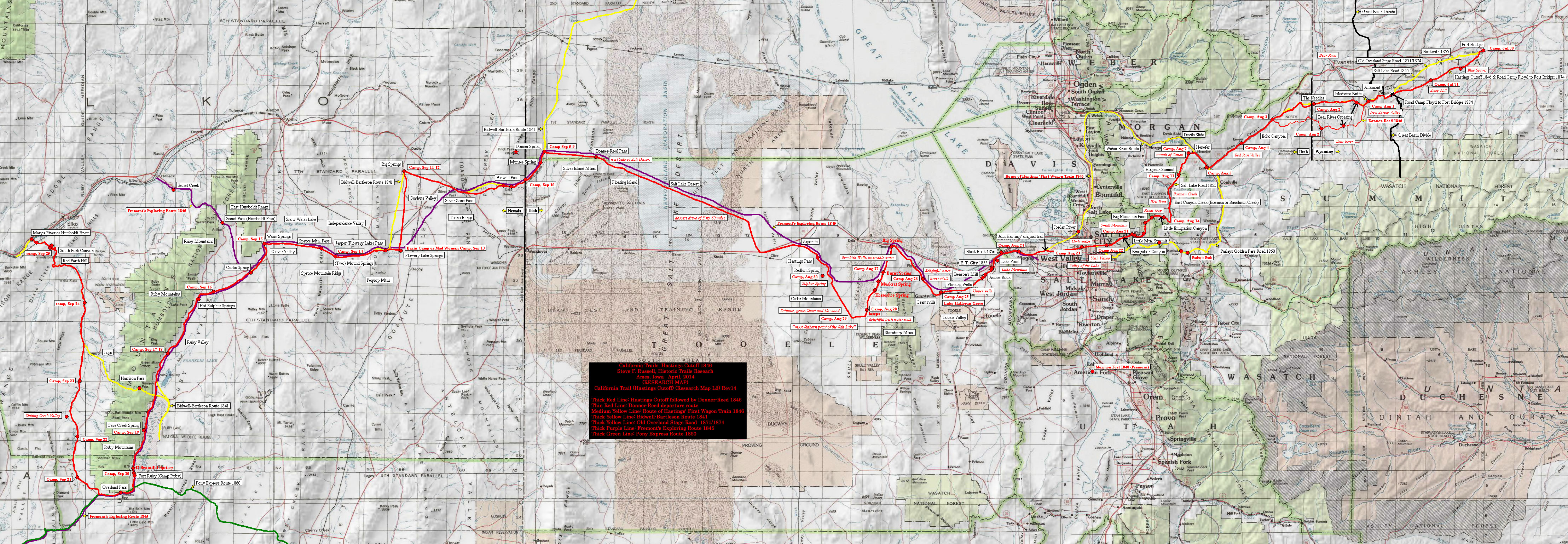
The map of the Hastings (Cutoff) Road route has been annotated with the following:

1. Land Features
2. Geographical Names
3. Donner-Reed Camps
4. Diary References

The following routes are shown in the Research Map:

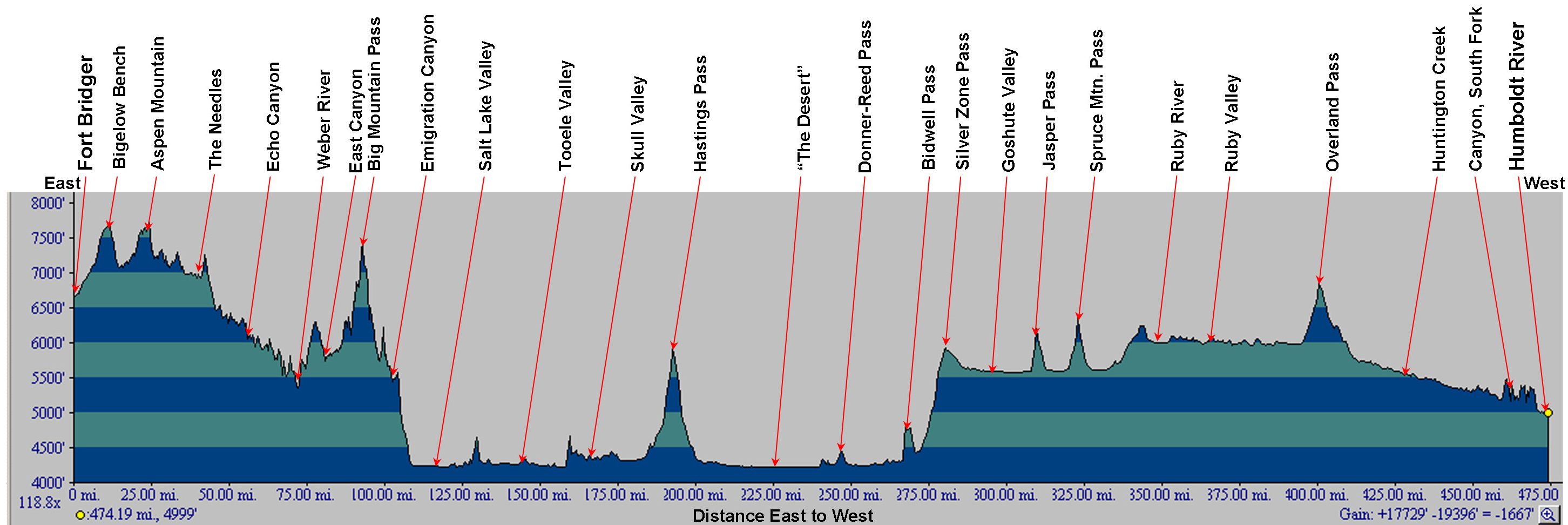
1. Main route of Hastings (Cutoff) Road 1846 (thick red line)
2. Route deviations by Donner-Reed Party 1846 (thin red line)
3. Route of Bidwell-Bartleson 1841 (thick yellow line)
4. Route deviation down Weber River by Hastings 1846 (thin yellow line)
5. Fremont's Exploring Route 1845 (thick purple line). In some locations, this route was offset for clarity because it was overlain by the Hastings route.





California Trails, Hastings Cutoff 1846
Steve F. Russell, Historic Trails Research
Ames, Iowa April 2014
(RESEARCH MAP)
California Trail Hastings Cutoff (Research Map L3) Rev14

Thick Red Line: Hastings Cutoff followed by Donner-Reed 1846
Thin Red Line: Donner-Reed departure route
Medium Yellow Line: Route of Hastings' First Wagon Train 1846
Thick Yellow Line: Bidwell-Bartleson Route 1841
Thick Yellow Line: Old Overland Stage Road 1871/1874
Thick Purple Line: Fremont's Exploring Route 1845
Thick Green Line: Pony Express Route 1860



1846 California Trail - Hastings Cutoff Elevation Profile

Trails to California: Hastings (Cutoff) Road 1846

Photos of the Hastings (Cutoff) Road Route

I have not been able to do a photo essay of the route. I took some photos in 2016, when I was following the Pony Express route and some of them are included here. I also included a few photos from the internet.



Fort Bridger Historic Site
<https://www.freefunguides.com/wyoming/fort-bridger-state-historic-site/>



Little Emigration Canyon

Photo by Steve F. Russell



Echo Canyon

Phot by Steve F. Russell



Westward Wasatch Mountains from Big Mountain Pass

Self-Photo by Steve F. Russell



East Canyon

Photo by Steve F. Russell



Little Mountain Summit

Photo by Steve F. Russell

Trails to California: Hastings (Cutoff) Road 1846



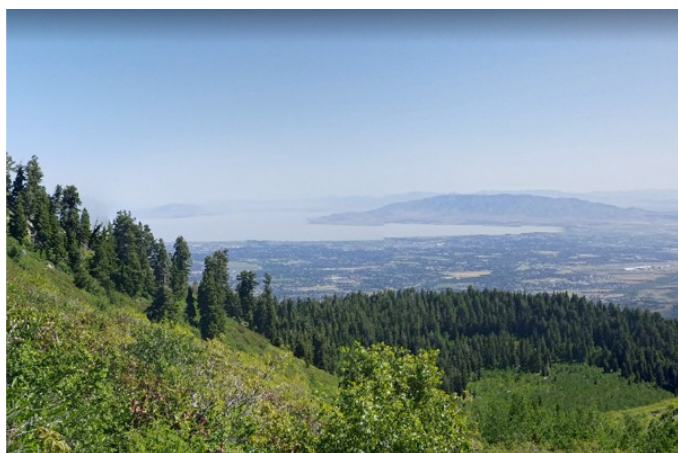
Donner Hill

Photo by Steve F. Russell



"The Desert" Great Salt Lake Desert

<http://lincolnhighwayguide.com/2013/07/08/great-salt-lake-desert/>



Great Salt Lake from the Wasatch Mountains

<https://www.google.com/maps>

Photo by andx79 _



Donner Springs, Utah

http://www.co.tooele.ut.us/historicalguide/ht28_donnersprings.html



Lake Point Utah

<https://www.aaroads.com/guides/i-080-west-lake-pt-jct-ut/>



Jasper (Flowery Lake) Pass

<https://emigranttrailswest.org/virtual-tour/in-progress-2/>

Photo by Jim Moorman

Trails to California: Hastings (Cutoff) Road 1846



Ruby Lake, Nevada
https://www.fws.gov/refuge/ruby_lake/



Overland Pass
<http://elkorose.schopine.com/overlandpass.html>



Mouth of the South Fork Canyon
of the Humboldt River
<https://emigranttrailswest.org/virtual-tour/in-progress-2/>
Photo by Bob Black

Trails to California: Hastings (Cutoff) Road 1846

Appendix A. Skeleton Map of the 1841-1852 Trails to California

Trail Descriptions and Skeleton Maps

Early explorers often created field maps, called "skeleton maps," to illustrate the trails or routes followed and the geographic landmarks that helped define their locations. The skeleton map contained little detail about topography. In this section, we have defined 20 route segments that make up the trails to California. These trail routes evolved as travel needs, and destinations, changed. Travelers frequently exchanged route information with others so they could improve their travel times and travel safety.

This is an abridged list of most of the important emigrant and "gold" trails & wagon roads to California. Most of the shorter, local routes within California are not included.

Trails to California 1841-1852 — Descriptions of Enumerated Trail Routes

1. California Trail (Bidwell-Bartleson) 1841

As far as we know, the Bidwell-Bartleson Party were the first to attempt to take wagons over the Oregon-California Trail to northern California. They followed the generally established Oregon Trail to west of Soda Springs, ID, and then went southwest toward California and arrived at the cabin of Dr. John Marsh, about 30 miles east of Oakland, CA. They crossed the Sierra Nevada Mountains south of Ebbetts Pass and north of Senora Pass.

They had to abandon their wagons at Big Springs, Nevada (in Goshute Valley, on the east face of the Pequop Mountains). This was about 470 miles short of the pass they crossed to go into Paradise Valley, CA.

Two years later (1843), Joseph Walker tried to take wagons to California, but also failed to cross the Sierra Nevada Mountains. He abandoned the wagons in the Owens Valley of central California.

The first wagons to actually reach California were with the Stephens-Townsend-Murphy Party that crossed Donner Pass in 1844 and arrived at Johnson's Rancho and Sutter's Fort (Sacramento). It seems they used the Oregon Trail route to Fort Hall, ID and then followed the same general route as Joseph Walker in 1843, along the Raft and Humboldt Rivers to the Truckee River, where they followed the trail over Donner Pass and on to Sutter's Fort.

Their route's highest elevation, at Disaster Pass, CA, is 7416 feet (a meager 5 feet higher than South Pass!). The length of the trail from Westport Landing, MO to Dr. John Marsh Cabin, CA, is 2151.5 topo miles.

2. Main California Trail Route 1848 (Old Fort Kearney, NE, Independence, MO to Sacramento, CA)

It is difficult to define a "main" California Trail because there were so many variations to the route, and it changed frequently over time. At the starting points along

Trails to California: Hastings (Cutoff) Road 1846

the Missouri River, emigrants were using St Joseph, Westport Landing, and Omaha/Council Bluffs. By 1849, they were switching from Westport Landing to Upper Independence Landing. These routes are shown in Red. The 1845 route by Joel Palmer is excellent documentation of most of this route.

Between Old Fort Kearney and South Pass, they all followed essentially the same route as shown in Red.

From South Pass to California, the earliest travelers used the Fort Bridger, Fort Hall, Raft River, Walker-Humboldt River, and Truckee River routes. Later travelers also used the Sublette-Greenfield Cutoff, Hastings Cutoff, and Salt Lake Cutoff. As the 1849 gold rush started, use of the Fort Hall loop dropped off (in favor of the popular Hudspeth Cutoff) and they quit using the Hastings Cutoff in 1850.

In California, use of Donner Pass, on Truckee River Route, diminished in favor of Roller Pass, Carson River/Pass Trail, and Henness Pass Road, which is not shown on these maps.

The route's highest elevation, at South Pass, Wy, is 7411 feet. The second highest elevation is Donner Pass at 7080 feet (Roller Pass is approximately 7840). The length of the trail from Old Fort Kearney, NE, to Sutter's Fort (Sacramento), CA, is 1651.6 topo miles.

2A. Oregon-California Trail (Westport/Independence to Fort Kearney) 1845/1849

Aliases: Westport Landing (1845) & Independence Landing (1848) Routes, Road from Missouri to Oregon (John Fremont)

The Bidwell-Bartleson wagon trail traveled this route in 1841. In 1842/43, this trail was followed by John Fremont and his expedition from the Missouri River at Westport, Missouri to the Oregon Territory and Fort Wallah Wallah on the Columbia River. It was the principal Oregon Trail route in 1845.

Its highest elevation, at Fort Kearney, NE, is 2118 feet. The length of the trail from Westport Landing, MO to Fort Kearney, is 324.4 topo miles.

2B. Oregon-California Trail (Omaha to Fort Kearney) 1844, Omaha & Council Bluffs Route (1836, 1848)

This route may have been used in the first attempt to travel to Oregon with wagons. The Whitman-Spalding-McLeod Party began their journey to Oregon in 1836. Their purpose was to establish a mission in the Wallah Wallah area of Washington/Oregon. They traveled most of the same route as the later 1845 Oregon trail, except for a diversion to the fur trapper's rendezvous at Daniel, Wyoming.

In spite of its early history of being first, the route did not gain any popularity on a par with the Westport/Independence route until the heavy California emigrant travel of the 1850s. The Mormon Pioneers 1846 used some of this route as did W. H. Gray on his travel to Washington/Oregon, 1836-37.

One big advantage of this route is that it had a very gradual climb to Fort Kearney, compared to the Westport Landing route, which had a large number of ridge and creek crossings. The elevation profile looks like the teeth of a hand saw.

Its highest elevation, at Fort Kearney, NE, is 2118 feet. The length of the trail from Council Bluffs, IA to Fort Kearney, is 194.2 topo miles.

Trails to California: Hastings (Cutoff) Road 1846

3. North-Side Platte River Route 1852

Aliases: Child's Cutoff 1852, Mormon Pioneer Trail.

Leaving from Omaha/Council Bluffs in 1846, the Mormon Pioneers used this route, on the north side of the Platte River, westward to Fort Laramie, where they crossed to the south side of the Platte, and continued on, using the route of the original 1845 Oregon Trail. By 1952, the Child's Cutoff Route eliminated the Platte River crossing by staying on the north side of the river all the way to Casper, Wyoming. Thus, this route properly extends from Columbus, Nebraska to Casper. In his 1907 map, Ezra Meeker shows this route as part of the 1852 Oregon Trail.

Its highest elevation, is 5254 feet, on Child's Cutoff, east of the Camp Guernsey State Military Reservation. Its elevation at the trail junction, 10 miles east of Casper, is 5056 feet. The length of the trail from Columbus, NE to the trail junction, east of Casper, is 539.7 topo miles.

4. Mormon Pioneer Road 1846

Aliases: Mormon Trail, Mormon Pioneer Trail, Mormon Pioneer National Historic Trail

Leaving from Omaha/Council Bluffs in 1846, the Mormon Pioneers used this route, to go from Council Bluffs to the Great Salt Lake Valley. Their route stayed on the north side of the Platte River, westward to Fort Laramie, where it crossed to the south side of the Platte, and continued on, using the route(s) of the original 1845 Oregon Trail, until reaching Fort Bridger. From Fort Bridger, they continued westward using the Route of Hasting's Cutoff (and its Weber River alternate) reaching the present-day Salt Lake City. Later Mormon emigrants used some alternate routes such as Child's Cutoff, trails around Casper, and Parlay's Road to the Great Salt Lake Valley.

Its highest elevation, at Altamont, WY, is 7732 feet. The elevation at the crossing of the Wasatch Mountains, at Big Mountain Pass, is 7420 feet (South Pass is 7411 feet). The length of the trail from Council Bluffs, IA to Salt Lake City, is approximately 1018 topo miles. The distance varies depending on the route taken over the Wasatch Mountains.

5. St. Joe Road, 1844/1857

Aliases: St. Joseph to California Road, 1858 National Wagon Road

This wagon road is between St. Joseph, Missouri and Marysville, Kansas (Palmetto City 1857). Its junction with the Oregon-California Trail is about 9 miles west-northwest of Marysville, KS. This route had its greatest use during the California gold rush starting in 1849. The Pony Express route between St. Joseph and Marysville is a parallel route, ranging from 5-10 miles south of the St. Joe Road.

The highest elevation, of the St. Joe Road, east of Robidoux Creek, is 1471 feet. The length of the trail from St. Joseph to the junction west of Marysville is 126.5 topo miles.

6. Fort Kearney & Nebraska City Route 1857

The history and date of this route has not been established although it is shown on the 1857 GLO survey plat maps. It is separate from the Nebraska City-Fort Kearney Cutoff, as pioneered by the military freight contractors Russell, Majors & Waddell. Their freight road went due west from Nebraska City and it gave emigrants another choice for

Trails to California: Hastings (Cutoff) Road 1846

travel westward from the Missouri River.

Its highest elevation, two miles north of Brainard, is 1667 feet. The length of the trail from Nebraska City to Columbus, NE is 114.1 topo miles.

7. Sublette Cutoff 1844

Aliases: Greenfield Cutoff, Sublett-Greenfield Cutoff

Early Oregon Trail travelers wanted a shorter route to Fort Hall than offered by the Fort Bridger Loop and used this cutoff extensively. Prior to the establishment of Fort Bridger in 1842, resupply was not available between Fort Laramie and Fort Hall, so the "new" Fort Bridger was a vital stop for some travelers.

In the fur trapping days, resupply could be had once a year at the Green River Rendezvous 1833, 1835, 1836, 1837, 1839, 1840. This was not what emigrants needed but some westward-traveling wagon parties, such as Whitman-McLeod-Spalding 1836, made use of it. One of its main benefits was that usable freighting routes from the Missouri River were established.

As more people traveled west, and wanted a shorter route, the Sublette Cutoff became well used. Starting in 1847, Fort Bridger was experiencing difficult times and the quality of resupply declined. There were at least three other cutoffs that competed with the Sublette Cutoff in later years: Ham's Fork Cutoff 1852, Kenney-Slate Creek Cutoff 1852, and the Baker & Davis Road ca1857. All of them bypassed Fort Bridger.

Its highest elevation, at Dempsey Ridge, is 8442 feet. The length of the trail, from the modern version of "Parting of the Ways," to the Bear River is 109.5 topo miles. It is interesting that the 1845 (Palmer) Parting of the Ways junction shifted about 5.6 miles eastward to accommodate subsequent Oregon-California Trail routes.

8. Kenney-Slate Creek Cutoff (Meeker) 1852

The history and date of this route has not been established but it is shown on the 1852 Ezra Meeker map. Some segments are also shown on the GLO survey plat maps of the area. This cutoff avoided both the arid Sublette Cutoff and the longer Fort Bridger loop.

Its highest elevation, at its junction with the Sublette Cutoff, is 7852 feet. The length of the trail is 39.6 topo miles.

9. Ham's Fork Cutoff (Meeker) 1852

The history and date of this route has not been established but it is shown on the 1852 Ezra Meeker map. Some segments are also shown on the GLO survey plat maps of the area. This cutoff also avoided both the arid Sublette Cutoff and the longer Fort Bridger loop.

Its highest elevation, just west of Kemmerer, WY, is 7277 feet. The length of the trail from Granger, WY to the Bear River west of Sage, WY, is 77.7 topo miles. It seems to be the best route, with the lowest elevations, of all the cutoff routes in the area.

10. Hastings Cutoff, Donner-Reed Party 1846

Aliases: Hastings Road

There is an enormous amount of writings, reports, and books on the Hastings Cutoff and the reader is referred to this body of literature. The most readable, and well

Trails to California: Hastings (Cutoff) Road 1846

researched information on the Internet, was created by Dan Rosen:

<http://www.donnerpartydiary.com/index.html>

The Donner-Reed Party's goal was to travel to California by the shortest route possible. Because of this, they chose the Hastings Cutoff. Their lack of a sense of urgency, and being only the second major emigrant group to take the new 1846 cutoff, resulted in a major tragedy when they were caught in heavy snows at Donner Lake and Donner Pass. One of the most ironic things about the cutoff was that it was actually 4 miles longer than the Fort Hall Loop, and it was much more difficult, had more desert, and less water.

Its highest elevation, at Biglow Bench, Wy (10 miles SW of Fort Bridger), is 7675 feet. The length of the trail from Fort Bridger to the Humboldt River, is 476.6 topo miles (as followed by Donner-Reed).

11. Salt Lake Alternate 1848

Aliases: Hensley's Salt Lake Alternate

This alternate route from Salt Lake City to the Walker/Humboldt River Road became popular as the Mormon settlers of the Great Salt Lake Valley began to offer ample resupply goods to the California emigrants. The quality and quantity of the goods convinced many parties to take this route. The valley also offered a great place to take a respite from the difficult journey. This route, and the 1849 Hudspeth Cutoff, were superior to the Hastings Cutoff (leading to its abandonment by 1850).

Its highest elevation, at the western end (south of City of Rocks), is 6067 feet. The length of the trail from Salt Lake City to its western junction with the California Trail, is 166.8 topo miles.

12. Hudspeth's Cutoff 1849

This cutoff was destined to be a great favorite of emigrants to California. It was preferred by parties that did not need resupply at either Fort Hall or Salt Lake City. The downside was that it was not really a faster route compared to Fort Hall and it required several laborious crossings of ridges, whereas, the Fort Hall Loop only required one mountain crossing (the pass over the Portneuf Range).

Its highest elevations are 6321 feet, at Summit Springs Pass, and 6330 feet, northwest of Yellow Jacket Spring. The length of the trail from Alexander, ID to its junction with the California Trail (southwest of Malta, ID), is 113.5 topo miles.

13. Lassen Route 1848

Aliases: Lassen Trail, Applegate Trail (Rye Patch Reservoir to Goose Lake)

This was a route from the Humboldt River at Rye Patch Reservoir to Vina, CA via Goose Lake on the California-Oregon border. In actuality, Peter Lassen only had to pioneer that portion of the route from Goose Lake to Vina. The road from Rye Patch to Goose Lake had already been established by Jesse Applegate and Levi Scott, who led an exploring party over the route in 1846. As a practical matter, we have illustrated the map with the entire route from Rye Patch to Vina.

The highest elevation on the trail is 6170 feet at the head of Hanging Rock Canyon. The elevation at Fandango Pass is 6155 feet. The length of the trail is 410.6 topo miles

Trails to California: Hastings (Cutoff) Road 1846

14. Nobles Road 1852

Aliases: Nobles Trail

The road pioneered by William Nobles, between Rye Patch Reservoir and Shasta, CA, was advertised as the being shorter and more practical than any other roads to the northern California gold fields. From a topographical perspective, it seems to have lived up to that reputation, being shorter than either the route of Donner Pass or the Lassen Route. Its highest elevation, at Cinder Cone and Painted Dunes, was 6437 feet. Its elevation at Nobles Pass is 6230 feet. The length of the trail is 204.2 topo miles.

15. Beckwourth Emigrant Trail 1851

Aliases: Beckwourth Trail

This wagon route was pioneered by James Beckwourth, a well known western explorer, mountain man, fur trader, and soldier. His biography can be found at several Internet sources. Beckwourth had explored for this trail on behalf of the merchants of Marysville, CA but never got paid for his efforts.

The Beckwourth Trail became largely obsolete after the Henness Pass Trail was converted into a toll road in 1852.

Its highest elevation, at Grizzly Ridge Summit, is 7303 feet. The length of the trail from south of Sparks, NV to Marysville, Ca, is 168.4 topo miles.

16. Carson River/Pass Road 1848

Aliases: Carson River Route

This route was originally pioneered in 1848 by the Mormon Battalion, that had traveled to California in 1846. They returned eastward to Salt Lake from Placerville, with 17 wagons and worked the road so it would pass wagons. The eastern terminus of the trail was its junction with the Truckee Trail, east of Humboldt Sink. Its high elevation and rugged route were eliminated by the creation of Johnson's Cutoff in 1852. Its pass, across the Sierra Nevada mountains, was the highest of all the crossings until the building of the Walker River-Sonora Trail in 1852.

Its highest elevation, at Melissa Coray Peak (south of Emigrant Lake), is 9564 feet. In contrast, the elevation of Carson Pass is 8609 feet – 955 feet lower. The length of the trail from Placerville, CA to the trail junction west of Humboldt Sink, is 197.9 topo miles.

17. Johnson's Cutoff 1852

Aliases: Carson Valley Road

This cutoff was much needed and a welcome relief to travelers to the gold fields around Placerville, CA. It eliminated the difficult route of the Carson River/Pass Road and was eventually chosen to be the Pony Express route of 1860 and the route of US Highway 50, from Lake Tahoe and Carson City. It was also chosen to be one of the alternate routes of the Lincoln Highway. The elevation of Johnson Pass is 2187 feet lower than Melissa Coray Peak on the Carson River/Pass Road).

The diversion northward from the South Fork of the American River, to the Peavine Ridge, was eliminated (and replaced with a river route) in the evolution of the trail for use by the Pony Express and Lincoln Highway.

Its highest elevation, at Johnson Pass, CA, is 7377 feet. The length of the trail

Trails to California: Hastings (Cutoff) Road 1846

from Carson Valley, NV to its junction with the Carson River-Pass Trail (SE of Big Hill, CA), is 54.5 topo miles.

18. Walker Route 1843

Aliases: California Trail 1843

In 1843, Joseph Walker pioneered the first trail from Raft River, ID, down the Humboldt River, south to Walker Pass, and north up the San Joaquin Valley. He was leading a party of emigrants on behalf of Joseph Chiles. Unfortunately, the wagons had to be abandoned at Owens Lake, about 70 miles short of Walker Pass.

In addition, at over 600 miles, this route was much too long for emigrants to reach the gold fields of northern California. The crossing of the Sierra Nevada mountains on the Truckee River and Carson River/Pass Roads still remained the most popular until many other, later, routes were built.

Its highest elevation, at Anchorite Pass, is 7599 feet. Its elevation at Walker Pass is 5245 feet. The length of the trail from the Walker River at Sunshine Flat, NV to the area of Stockton, CA, is 603.7 topo miles.

19. Walker River-Sonora Trail 1852

Aliases: Walker River-Sonora Route

The Clark-Skidmore party of 1852 was the first to pioneer this rugged route across the Sierra Nevada mountains. It also had the highest pass of any of the California gold trails.

It is unclear if this trail was really needed. It does not seem like much of an improvement over taking the Carson River/Pass Road to Placerville and then going south to Sonora.

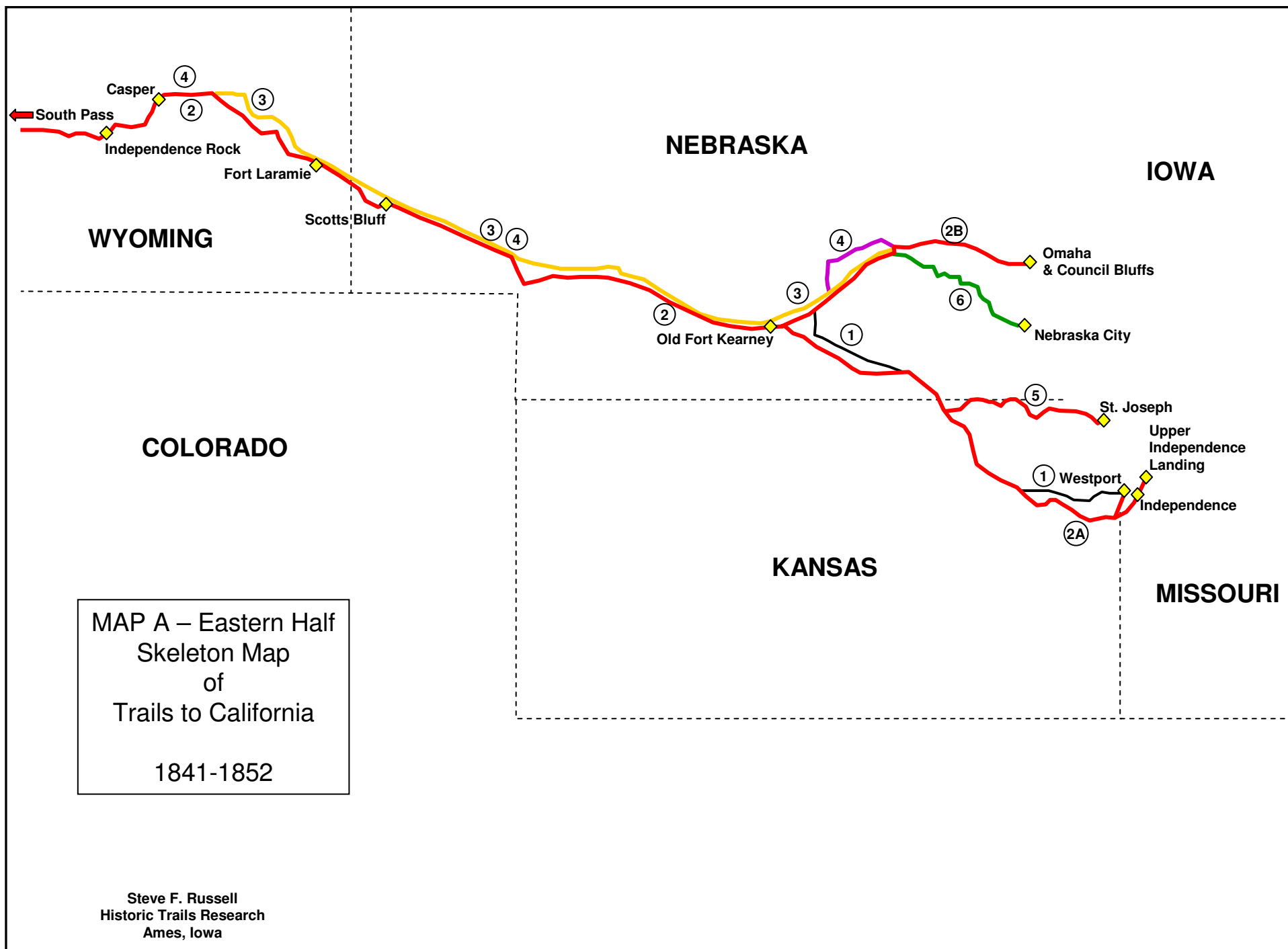
Its highest elevation, at Brown Bear Pass, CA, is 9751 feet. The length of the trail from the Carson River at Fort Churchill, NV to Sonora, CA, is 173.4 topo miles.

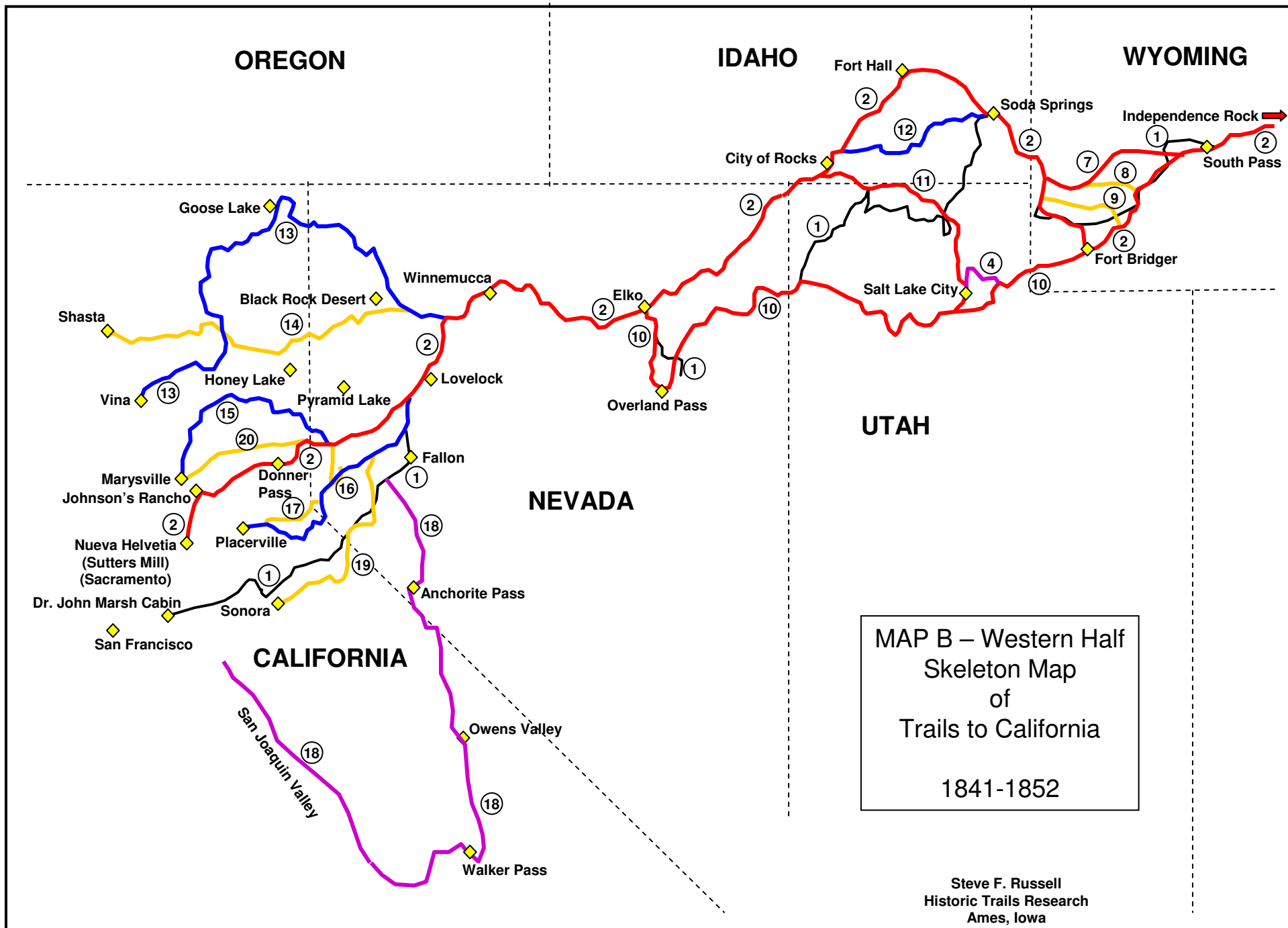
20. 1849 Henness Pass Trail (Road 1852)

The Henness Pass Trail/Road connected Virginia City, NV (and Carson City) with Marysville, CA.

West of Hoke Valley, CA, it was just a trail in 1849. East of Hoke Valley, the 1852 road route is intermingled with some of the earlier routes, but its route from west of Reno to Carson City was distinct. Its route evolved on the west end and it was also modified to be a toll road.

Its highest elevation, at Henness Pass, is 6920 feet. The total length of the wagon road from Marysville to Virginia City, is 168.3 topo miles.





Trails to California: Hastings (Cutoff) Road 1846

Appendix B.

Miller-Reed Dairy for the California Trail: Hastings Cutoff Fort Bridger to Mary's (Humboldt) River July 31, 1846 to Sep 26, 1846

July 30, 1846

Thur 30 Still on Camp at Bridgers Fort on Blacks fork Our Cattl looks fine

July 31, 1846

Frid. 31 We Started this morning on the Cut off rout by the south of the Salt Lake- & 4 1/2 miles from the fort there is a beautiful Spring Called the Blue Spring as Cold as ice passed Several Springs and Encamped at the foot of the first Steep hill going west making this day 12 *miles* Left Fort Bridger

Aug 1, 1846

Sat 1 Aug 1846-left Camp this morning early and passed through Sevrall Valleys well watered with plenty of grass, and encamped at the head of Iron Spring Vally making 15 *miles*

Aug 2, 1846

Sond 2 this morning left Camp late on acct of an ox being missing Crossed over a high ridge or mountain with tolerable rough road an encamped on Bear river making 16 *miles* on a little Creek about 4 miles from Bear River we ought to have turned to the right and reached Bear River in one mile Much better road Said to be

Aug 3, 1846

Mon 3 left our encampmt and traveled a tolerable rough Road Crossing Several Very high hills and encamped at the head of a larger Vally with a fine little runing Stream passing by the edge of our Camp Cattle plenty of grass County appear more hale west Made this day 16 *miles* Echo Canyon

Aug 4, 1846

Tus 4 this day left our encampmt about 2 oclock made this day about 8 *miles* our encamp was this day in red Run Valley *fork of weaver (WeberRiver)*

Aug 5, 1846

Weds 5 Started early and traveled the whole day in Red Run Valley and encampe below its enterens (entrance) into Weavers (Weber River) Creek 15 *miles*

Aug 6, 1846

Thus 6 left our encamp. about ten oclock and encamp above the Cannon here we turn to the left hand & Cross the Mouneten instead of the Cannon (Weber Canyon) which is

Trails to California: Hastings (Cutoff) Road 1846

impassible although 60 Waggons passed through this day made 10 *miles*

Aug 7, 1846

Frid 7 in Camp on weaver (Weber River) at the mouth of Canon ("Main Canyon")

Aug 8, 1846

Sat 8 Still in Camp

Aug 9, 1846

Sond 9 Still in Camp

Aug 10, 1846

Mo 10 Still in Campe James F. Reed this evening returned he and two others having been Sent by the Caravan to examine the Canon (Weber Canyon)and proceed after Mr Hastings, who left a Note on the road that if we Came after him he would return and Pilot us through his new and direct Rout to the South end of the Salt Lake; Reed having examined the new rout entirely an reported in favour, which induced the Company to proceed.

Aug 11, 1846

Tues 11 left Camp and took the New rout with Reed as Pilot he having examined the mountains and vallies from the south end of the Lake this day made 5 *miles* Hogback Summit

Aug 12, 1846

Weds 12 left Camp late and encampe on Bosman Creek on new rout made 2 *miles* East Canyon

Aug 13, 1846

Thurs 13 Made a New Rout by Cutting willow Trees &c on Basman Creek 2 *miles* East Canyon Creek

Aug 14, 1846

Frid 14 Still on Basman Creek and proceeded up the Creek about one mile and Turned to the right hand up a Narrow valley to Reeds Gap and encamped about one mile from the mouth making this day 2 *miles* *spring of water*

Aug 15, 1846

Sat. 15 in Camp all hands Cutting and opening a road through the Gap.

Aug 16, 1846

Son 16 Still Clearing and making Road in Reeds Gap.

Aug 17, 1846

Mon 17 Still in Camp and all hands working on the road which we finished and returned to Campe

Aug 18, 1846

Trails to California: Hastings (Cutoff) Road 1846

Tus 18 this morning all started to Cross the Mountane which is a Natural easey pass with a little more work and encamped making this day- 5 J F
Reed Brok an axle tree

Cross Big
Mountain Pass

Aug 19, 1846

Weds 19 this day we lay in Camp in a neat little valley fine water and good grass the hands ware this day on the other on West Side of Small mountain in a Small Valley
Clearing a road to the Valley of the Lake we have to Cross the outlett of the Utah Lake on this Rout near the Salt Lake

Aug 20, 1946

Thurs 20 Still in Camp and hands Clearing road Emigration Canyon

Aug 21, 1846

Frid 21 this day we left Camp Crossed the Small Mountain and encapd in the vally runig into the Utah outlett making this day 4 *miles*

enter Salt
Lake Valley

Aug 22, 1846

Sat 22 this day we passed through the Mountains and encampd in the Utah Valley making this day 2 *miles*

Cross Jordan
River

Aug 23, 1846

Son 23 left Camp late this day on acct. of having to find a good road or pass through the Swamps of the utah outlet finally Succeeded in and encampd on the East Bank of Utah outlett making 5 *miles*

Join Hasting's
Trail

Aug 24, 1846

Mo 24 left our Camp and Crossed the plain to a spring at a point of the Lake mountain and 1 1/2 miles from the road traveled by the people who passed the Cannon 12 *miles*

brackish water

*it took 18 days
to gett 30 miles*

Aug 25, 1846

Tues {24} 25 left Camp early this morning intending if possibl to make the Lower wells being fair water 20 *miles* which we made and in the evening a Gentleman by the name of Luke Halloran, died of Consumption having been brough from Bridgers Fort by George Donner a distance 151 *miles* we made him a Coffin and Buried him at the uper wells at the forks of the road in a beautiful place

fair water

Aug {25} 26, 1846

Wed 25 26 left Camp late and proceed to the upper wells One of them delightful water being entirely fresh the rest in No about 10 all Brackish this day Buried Mr Luke Halloran hauling him in his Coffin this distance 2 *miles* which we only mad and Buried him as above stated at the forks of the One Turning directly South to Camp the other West or on ward.

Aug 27, 1846

Trails to California: Hastings (Cutoff) Road 1846

Thur {26} 27 left early this day and went west for half the day at the foot of the Lake Mountains the latter 1/2 of the day our Course S. W. to a No of Brackish Wells making 16 *miles*

*miserable
water*

Aug 28, 1846

Frid {27} 28 left Camp and glad to do so, in hopes of finding fresh water on our way but without Success untill evening when it was time to Camp Came to a No of delightful fresh water wells this Camp is at the Most Suthern point of the Salt Lake 20 miles Northwest we commence the long drive we are taking in water, Grass, and wood for the various requirements. 12 *miles*

Aug 29, 1846

Sat. {28} 29 in Camp wooding watering and laying in a Supply of grass for our oxen and horses, to pass the long drive which Commence about Miles We have one encampmt between but neither grass wood or water of sufficentt quallity or quantity to be procured water Brackish

Aug 30, 1846

Son {29} 30 Made this day 12 *miles* to a Silphur Spring in the Mountain which ought to be avoided water not good for Cattle, emigrants Should keep on the edge of the lake and avoid the Mountain entirely here Commenced the long drive through the Salt desert.

*Sulphur, grass
Short and No
wood
Redlum
Spring*

Aug 31, 1846

Mon 31 in dessert drive of Sixty 60 miles

Sep 1, 1846

September **Tusdy Sept 1** in dessert

Sep 2, 1846

Wed 2 in do (desert) Cattle got in Reeds Cattle lost this night

Sep 3, 1846

Thusdy 3 do (desert) some teams got in in

Sep 4, 1846

Fridy 4 in do (desert) lost Reeds Cattle 9 Yok by not driving them Carefule to water as directed by Reed

*hunting cattle 3 or 4
days, the rest of teams
getting in and resting
cattle*

Sep 5, 1846

Sat 5 Still in Camp in the west Side of Salt Dessert

*Donner
Spring*

Sep 6, 1846

Sond 6 Started for Reeds waggons lying in the Salt Plains 28 miles from Camp Cached 2 wagg and other effects

Trails to California: Hastings (Cutoff) Road 1846

Sep 7, 1846

Mond 7 Came in to Camp on the Night and the waggon Came in on Tuesdy mornng

Sep 8, 1846

Tudy 8 Still fixing and resting Cattle

Sep 9, 1846

Weds 9 Mr Graves Mr Pike & Mr Brin loaned 2 Yoke of Cattle to J F Reed with one Yoke he had to bring his family waggon along

Sep 10, 1846

Thu 10 left Camp and proceeded up the lake bed 7 *miles*

leave
Donner
Spring

Sep 11, 1846

Frid 11 left the Onfortunate lake and mad in the night and day about 23 *miles* Encamped in a Vally wher the is fine grass & water near Big Springs

Sep 12, 1846

Sat 12 (no entry, same camp)

Sep 13, 1846

Sund 13 South in the Vally to fine Spring or Bason of water and grass-sufficient for Teams made this day 13 *miles*

Flowery
Lake

Sep 14, 1846

Sund Mond 14 left the Bason Camp or Mad Woman Camp as all the women in Camp ware mad with anger and mad this day to the Two mound springs 14 *miles*

Sep 15, 1846

Tus 15 left the 2 mound Springs and Crossed the Mountain as usual and Camped in the West Side of a Valley and Made this day about 14 *miles*

Clover Valley

Sep 16, 1846

Wed 16 left Camp Early this mornig Crossed flat Mouten or Hills and encamped on the east side of a Rugged Mountain plenty of grass & water 18 *miles*. here Geo Donner lost little gray & his Cream Col mare Margret

Sep 17, 1846

Thu 17 made this day South in the Mineral Vally about 16 *miles*

Sep 18, 1846

Frid 18 this day lay in camp

Sep 19, 1846

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Sat 19 this day mad in Mineral Vally 16 *miles* and encamped at a large Spring Cave Creek
Breaking out of from the and part of large Rock Stream la(r)ge enough to turn Spring
one pr Stone passed in the evening about 10 Spring Branches, Springs Rising
about 300 Yds above where we Crossed

Sep 20, 1846

Son 20 this day made 10 miles up the Mineral Vally passed last evening and this
day 42 Beautiful Springs of fresh water.

*348 miles from
Bridger*

Ramires Springs

Sep 21, 1846

Mond 21 Made 4 miles in Mineral Vally due south turned to the west 4 Miles
through a flatt in the mounon thence W N W. 7 miles in another vally and
encamped on a Smal but handsome littl Branch or Creek making in all 15 miles

Huntington
Creek

Sep 22, 1846

Tus 22 Made this day nearly due North in Sinking Creek Vally about ten miles owing to
water. 10 *miles*

Sep 23, 1846

Wed 23 Made this day owing to water about Twelve 12 miles Still in Sinking Creek
Valley-

Sep 24, 1846

Thu 24 this day North west we mad down Sinking Creek valley about 17 16 miles and
encamped at the foot of a Red earth hill good grass and water wood plenty in the Vallies
Such as sage greace wood & ceder &c-

South Fork
Canyon

Sep 25, 1846

Frid 25 September This day we made about Sixteen miles 16 for Six miles a very rough
Cannon a perfect Snake trail encamped in the Cannon about 2 miles from its mout(h)

Sep 26, 1846

Sat 26 this day made 2 miles in the Cannon and traveled to the Junction of
Marys River in all about 8 miles

reach Mary's
(Humboldt) River

Trails to California: Hastings (Cutoff) Road 1846

Appendix C.

Bibliography for Hastings Cutoff by Roy D. Tea

Grantsville, Utah to Donner Springs, Utah

<https://user.xmission.com/~octa/RTFrames.htm>

Excerpts from:

HASTINGS CUTOFF
GRANTSVILLE TO DONNER SPRINGS

MAY 1996
by
ROY D. TEA

FROM THE UTAH CROSSROADS 1996 SPRING FIELD TRIP
OREGON-CALIFORNIA TRAILS ASSOCIATION
SALT LAKE CITY, UTAH

Excerpts also from: Utah Historical Quarterly, Utah State Historical Society
<https://heritage.utah.gov/history/historical-society>

WFB = "West from Fort Bridger" by Dale Morgan et al

MBM = "The Journal of Madison Berryman Moorman"

JW = "The Journal of John Wood"

CCW = "Covered Wagon Women"

UHQ = Utah Historical Quarterly

FRÉMONT PACK (TRAIN) PARTY 1845

As has been mentioned, the Frémont Party recorded the first crossing of the Great Salt Desert and established what we now call the Hastings Trail. There are extracts from the manuscript reminiscent journal of KERN of the FRÉMONT pack party telling of their travels from The Great Salt Lake to Donner Spring, in the fall of 1845 (WFB):

JAMES CLYMAN & HASTINGS, SPRING 1846

The second known party to cross this desert was James Clyman, Hastings, Hudspeth and others going eastward on May 27, & 28 1846. Clyman tells of their crossing of present Tooele Valley on June 1st (WFB).

BRYANT-RUSSELL PARTY 1846

The BRYANT-RUSSELL pack party was one of the first parties to be enticed by Hastings to take this route to California (WFB). Bryant's description of traveling through Tooele valley west to Donner Springs in 1846 is very descriptive and interesting.

HARLAN-YOUNG PARTY 1846

The next group of emigrants and the first with wagons to cross this desert was the HARLAN-YOUNG PARTY with HASTINGS as the guide. The source document comes from

Trails to California: Hastings (Cutoff) Road 1846

Charles Kelly's book, *Salt Desert Trails*, pp 52-54. It is stated that the party consisted of about four companies with about ten families in each company and a total of eighty wagons.

The following quotes of J. QUINN THORNTON are from the footnotes in *West From Fort Bridger* (WFB):

At Iosepa, Thornton says, the company "found a letter from Lansford W. Hastings, informing them that it would occupy two days and nights of hard driving to reach the next water and grass." Eliza P. Donner Houghton, who was only four years old at the time, but who perhaps draws upon the recollections of the older children, writes in *The Expedition of the Donner Party and Its Tragic Fate* (Chicago, 1911):

"Close by the largest well stood a rueful spectacle, - a bewildering guide board, flecked with bits of white paper, showing that the notice or message that had recently been posted and tacked thereon had since been stripped off in irregular bits. In surprise and consternation, the emigrants gazed at its blank face, then toward the dreary waste beyond. Presently my mother (Tamsen Donner) knelt before it and began searching for fragments of paper, which she believed crows had wantonly pecked off and dropped to the ground.

"Spurred by her zeal, others also were soon on their knees, scratching among the grasses and sifting the loose soil through their fingers. What they found, they brought to her and after the search ended she took the guide board, laid it across her lap, and thoughtfully began fitting the ragged edges of paper together and matching the scraps to the marks on the board. The tedious process was watched with spellbound interest by the anxious group around her. The writing was that of Hastings, and her patchwork brought out the following words: '2 days--2 nights--hard driving--cross--desert--reach water.'"

LIENHARD OR HOPPE PARTY 1846

The next group to cross the Salt Desert was the LIENHARD OR HOPPE party. They were still following the Harlan-Young party. His narrative is also very descriptive and interesting. This was one of the first parties to cross the Salt Lake Desert with their wagons without having to drive their oxen to water. From the LIENHARD JOURNAL using Charles Kelly's book, *Salt Desert Trails*, pp. 70-73 and p. 76.

JAMES MATHERS 1846

Another very brief account of crossing the salt desert is by JAMES MATHERS in 1846 (*Salt Desert Trails*, Charles Kelly p.134, reproduced in *Overland* by Dale Morgan). "Like a good many emigrants after him, including Reed, Mathers was so disorganized by the crossing of the Salt Desert to Pilot Peak that he preserved only a fragmentary record of the experience." -Dale Morgan.

DONNER-REED PARTY 1846

JAMES FRAZIER REED

JAMES REED, described in his narrative, his family's crossing of the Great Salt Lake Desert from Tooele Valley to Donner Spring in 1846 and the problems encountered while crossing the desert (WFB).

Trails to California: Hastings (Cutoff) Road 1846

VIRGINIA REED 1846

James Reed's daughter, VIRGINIA E. B. REED wrote a letter to Mary C. Keyes dated May 16th, 1847 concerning the desert crossing and after waiting for the return of the men with their oxen.

ACROSS THE PLAINS IN THE DONNER PARTY a personal narrative of the overland trip to California 1846-47 by Virginia Reed Murphy, pp. 23-25 tells about Virginia's remembrances crossing the salt desert, loss of oxen and wagons.

MILES GOODYEAR WITH HORSE HERD 1847

The following excerpt is from the Utah Historical Quarterly, vol. 20, pp 4-11:

MILES GOODYEAR, a trapper and trader who had a post and farm on the site of Ogden, Utah, took a pack train of dressed buckskins to California in 1846, and returned east in 1847 with a herd of California horses. One of his men (possibly John Craig) wrote a letter describing the trip and mentions seven others in the party.

SAMUEL J. HENSLEY 1848

In the summer of 1848 SAMUEL J. HENSLEY and his pack party of ten attempted to cross the Great Salt Lake Desert on the Hastings Cutoff but the "Miry" mud from heavy rains thwarted their attempt so his party retraced their route to Salt Lake City. Hensley then headed North and West and pioneered a new route to the California Trail at the City of Rocks near the Utah and Nevada border, in Idaho. He then proceeded on to the Humboldt River where on August 27, 1848 he met the Thompson company, a wagon train of discharged Mormon Battalion members. Mr. Hensley gave the "Boys" a "way bill" and told them how to find his trail near the Twin Sisters at the City of the Rocks. Thus began the Hensley / Salt Lake Cutoff.

CAPT. JAMES BROWN 1848

The next party was that of CAPT. JAMES BROWN who was returning from California with the pay due the Mormon Battalion Sick Detachment. ABNER BLACKBURN was a member of the party. (UHQ vol. 20, pp 7-8). He tells about pulling some abandoned wagons together and burning them to keep warm.

MORMON BATTALION SOLDIERS 1848

JAMES S. BROWN mentioned another party of horsemen who traveled the cutoff that year in October. They were a small group of Mormon Battalion soldiers returning from California. No details were given (UHQ vol.20, p 9).

OCTA member, Robert K. Hoshide's article, "Salt Desert Trails Revisited," in the Utah Crossroads Chapter Quarterly Newsletter Volume 5, Number 2, Spring 1994 OCTA, quotes from several people and their crossing of the Salt Desert in 1849. They are listed below; the reference is identified by (R.K.H).

JOHN RANKIN PYEAT 1849

JOHN RANKIN PYEAT was part of the Evans Company during the gold rush of 1849 and in a letter from California he wrote (R.K.H. Salt Desert Trails p 6) about leaving a wagon in the desert.

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GEORGE W. BUFFINGTON 1849

"GEORGE W. BUFFINGTON described his experiences crossing the Salt Desert after his Cherokee Trail party had been decimated by cholera." This quote by Mr. Hoshide is in conflict with the Utah Historical Quarterly which has John Lowery Brown, a Cherokee, going to California in 1850 where he also mentions deaths from cholera. Mr. Hoshide states that the desert took two days and a night to cross. Buffington expected a Dr. Thompson to die on the Desert . (R K.H. p 6) The train moved on. The Dr. improved and came to the spring.

ARCHIBALD D. PHILLIPS 1849

ARCHIBALD D. PHILLIPS wrote from California to a friend in New York (R.K.H. p 6): "We crossed the Great Desert with no difficulty, performing it, 70 miles from water to water in 24 hours, without the loss on an animal, or even any suffering. The day was cold, or very different might have been the case; we commenced the dreaded march about 5 o'clock P.M., our pack mules bearing the usual load, the riding mule packed with grass and water _ the men on foot."

JACOB GRUWELL 1849

The emigrants would lose even more time because of the great losses of livestock JACOB GRUWELL remembered (R.K.H. p 6): "Suffered much from water __crossing a desert of 90 miles, from Tuesday till Thursday, nothing to drink except from the blood of a cow that had been dead for some time Mr. Gruel lost his hearing & speech before they got through, Found no game of consequence till the Valley of the Sacramento."

J. GOLDSBOROUGH BRUFF 1849

The number of emigrants on the trail in 1849 was not large. We do have information of others who traveled the California Trail and whose friends took the cutoff. J. GOLDSBOROUGH BRUFF made an entry of his friends of September 17, 1849 (UHQ vol. 20, pp 10-11).

JAMES HUTCHINGS 1849

JAMES HUTCHINGS noted the misfortunes of a Salt Desert group of Dutchmen who drank oxen blood to quench their thirst (R.K.H. p 6).

O. J. HALL 1849

UHQ vol. 20, p 11 states that there was another 1849 reference in the manuscript journal of O. J. HALL in the California State Library about a section of his company which had taken the Salt Desert trail. On the Humboldt, September 23, 1849, he wrote about the trials of the desert crossing.

HOWARD STANSBURY, TOPOGRAPHICAL ENGINEERS U.S. ARMY 1849

Howard Stansbury, Captain for the Corps of Topographical Engineers for the United States Army was sent to Utah on a scientific expedition to survey the Great Salt Lake and the surrounding area. During this survey in 1849 he traveled around the north end of the lake and west across the Newfoundland Island, past the northern tip of Crater Island, and on to some springs. Thence three miles south to Donner Springs where they then began their journey eastward along the Hastings Cutoff to Salt Lake City.

SILAS NEWCOMB 1850

Again we refer to the Utah Historical Quarterly (UHQ Vol.. 20), for the next 11 excerpts. The

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earliest dated reference to any crossing of the Salt Desert in 1850 is found in the journal of SILAS NEWCOMB whose friends decided to try the desert route. They were Vedder, Allyn, Marsh and three others. On August 3, Newcomb passed the junction of the Hastings Cutoff with the old trail along the Humboldt River, and the next day made an entry in his journal (UHQ vol. 20, p 14).

CARLISLE S. ABBOTT 1850

Another record of the same group was made by CARLISLE S. ABBOTT, who recorded a humorous incident. Abbott tells of two friends, Marsh and Allen [Allyn] with four others who took the desert route. When their teams gave out they started on foot for the springs, nearly dead from thirst (UHQ vol. 20, p 15):

Finally Allen and one of the other men dropped to the ground exhausted, when, to the amusement of the others, Allen began to pray.

"O Lord Almighty, send us just one drop of rain!" Immediately from a few fleecy clouds scattering rain drops began to fall, and as Allen and his companions had a rubber blanket, they quickly spread it out. But not a sufficient quantity of water fell to admit of its running together.

"The damnphool," said Marsh, "might just as well have prayed for a barrel of water as for a drop, for he got ten times as much as he asked for." After resting at the springs the men went back for their outfits, only to find that someone had stolen all their food. This is the only record of thievery on the Desert Route.

JOHN UDELL 1850

JOHN UDELL left the next earliest record of the 1850 crossing. His party of four men, crossed the Salt Desert on the 23rd of July being mounted on horses and unencumbered with wagons. He found that another party had preceded them, and the only name mentioned is that of Rev. Hill (UHQ vol. 20, p 15).

CHALMERS 1850

The next record we have is the journal of ROBERT CHALMERS who made the crossing on JULY 26-27. Chalmers refers to Auguste Archambault, a former guide for Fremont and at the time chief guide for Stansbury. He apparently took time off to guide about 300 gold-seekers across the Salt Desert for which he received \$300. Part of the large group were packers but a majority had wagons and oxen (UHQ vol. 20, pp 48-49).

WILLIAM P. BENNETT 1850

One member of Archambault's guided party was WILLIAM P. BENNETT. In his autobiography Bennett (UHQ vol. 20, p 16) tells about a French guide and a 300 man party.

JOHN B. MCGEE 1850

Another who was probably a member of this group was JOHN B. MCGEE who wrote a letter from Pilot peak, dated July 29. Addressed to Capt. W. H. Hooper in Great Salt Lake City. The letter (UHQ vol. 20, pp 16-17) suggests the amount of water needed to cross the desert.

MADISON BERRYMAN MOORMAN 1850

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The Utah Historical Quarterly, volume # 20 pages 17-19 states: "During the last week of July and the first two weeks of August there was an almost continuous procession of packers and wagons on the Salt Desert, moving day and night." MADISON BERRYMAN MOORMAN gives a vivid a description of his difficulties (UHQ vol. 20, pp 17-19).

HENRY S. BLOOM 1850

Following the Moorman party was HENRY S. BLOOM. In his diary he describes men suffering from lack of water (UHQ vol. 20, p 19).

OGLE AND ROBINSON PARTY 1850 - JOHN WOOD

JOHN WOOD'S diary, gives a very detailed account of his crossing of the Salt Desert with the gold seekers (UHQ vol. 20, pp 22-24).

JOSEPH CAIN 1850

JOSEPH CAIN wrote a letter to the Deseret News on October 2, 1850, in which he states (UHQ vol. 20, p 26): "We met a number of persons who had come "Hastings' Cutoff," who have all declared it is a much longer road, and a much more dangerous one, on account of the Desert of 91 miles, and also the Indians; many of the emigrants having to travel on foot, packing their provisions on their backs, the Indians having driven off all their animals."

JOHN LOWERY BROWN 1850

Another who apparently used wagons this season was JOHN LOWERY BROWN a Cherokee who had reached Utah over the Cherokee Trail. Two other companies from the Indian Nation also took the cutoff in 1850, probably about the same time Brown crossed. Brown crossed from Aug 9th, to 11th, He stated (UHQ vol. 20, p. 25): "Twenty-five miles from the springs, we came to where some emigrants had wagons loaded with water which they had brought from the spring to sell to folks as they came up they sold it for one dollar per gallon."

He also said that four men died of the "diarear" [cholera] at Pilot Peak, two being buried in one grave. Note that all these deaths were caused by disease rather than by thirst or fatigue.

JOHN R. SHINN 1850

JOHN R. SHINN whose wagon train was ten days behind that of John Lowery Brown told about the time it took him to travel across the desert (UHQ vol. 20, p. 26).

SARAH DAVIS 1850

SARAH DAVIS tells about her travels past the Great Salt Lake to Grantsville and on to Donner Spring. (CWW):

This was the last known crossing of the Salt Desert in 1850, and perhaps the last use of the Hastings Cutoff in its entirety between Salt Lake Valley and the Humboldt.

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Appendix D.

Historic Trail Discovery and Research Methodology

Steve F. Russell
Historic Trails Research
Ames, Iowa

Introduction

This brief monograph addresses the methodology I have developed for finding historic trails and wagon roads. Trying to describe a process that has been developed using science, inference, and intuition is difficult because it involves so many variables and perturbations. It is similar to a basketball coach writing a monograph on the process of coaching during a game. Some people question if it is even possible to develop such a methodology, but finding actual old worn trail tread is the proof that it works. In this monograph, the word 'trail' means the erosion trace of an historic trail or historic wagon road.

Trails and roads are transportation routes that people use to get from one point to another in the most practical way possible. The main criteria for trail location choices have always been directionality, water, food, shelter, safety, ease of travel, and availability. These are the same criteria that have been used by all travelers for uncounted millennia.

Major Criteria for Trail Location

Directionality	A traveler is interested in getting from "point-A" to "point-B" in the most effective way possible. Thus, trails have a directionality characteristic. This means the trail connects the points in the shortest practical distance, given obstacles and availability constraints. The trail may meander but it tries to keep close to a direct path.
Water	Essential for all life, a trail must pass by water sources frequently enough to serve the needs of people and livestock. Most of the time, a water source every 3-15 miles is acceptable although we know distances of 40-70 miles are a difficult reality for some trails..
Food	Also essential for life, the area traversed by a trail must provide plant and animal food sources adequate for livestock and people.
Shelter	Shelter from adverse weather is highly desirable but often scarce. Caves, cliffs, and tree-branch shelters can serve the purpose –when available. People often transport their shelter with them as they travel. For aboriginal people and early fur trappers, it was often animal hides. In modern times, it is the nylon tent and/or warm rain gear.
Safety	For aboriginal people, this was a key element in the location of trails. Safety from enemies, dangerous animals, cliffs, steep hillsides, etc, were paramount.
Ease of Travel	If a trail is well located for ease of travel, energy requirements, and food requirements; 'wear and tear' and stress and trauma are reduced. It is a plus if a trail can be located on reasonable slopes/ grades.
Availability	A good trail is available during most months of the year. The location must

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take into account snow, rain, tree dead-fall, and flooding streams and rivers.

Trail, Road, and Highway Construction, Induced Erosion Characteristics

A knowledge of the historical progression of trail-use helps greatly with the discovery of true trails. For example, a trail route such as the Ice Age Trail from Canada to the southern United States was traveled thousands of years ago by people on foot and with whatever domesticated animals (most often dogs) they had available. These migration routes can be crudely estimated by campsites but any trail erosion trace has long disappeared due to erosion from rain, snow melt, fire runoff, etc.

In the Pacific Northwest, trails were worn by human foot traffic and dogs before the arrival of the horse – about 1730. Lewis & Clark followed well-worn Indian trails for most of their journey across the mountains (excepting Lost Trail Pass). As horse herds increased their number, pack horses replaced the dog travois, especially in brushy, mountainous, timbered areas. The increased use of pack horses also increased the depth and braid of existing trails. It is the horse trail erosion tread that we find in the mountains today.

Wagon roads replaced horse trails in some locations but, for the most part, the wagon roads were separate because (with notable exceptions) they required a route that was less steep; with more gentle hillside slopes. Constructed wagon roads such as the Lander Road of the Oregon-California Trail and the Lewiston & Virginia City Wagon Road (Bird Truax Trail) in north-central Idaho, were surveyed to an acceptable wagon road grade.

The era of mechanized road construction and western agriculture brought about the destruction of the fundamental nature of the historic horse trail. Single-lane dirt roads covered over some of the trails and were followed by paved roads. Travelers of modern paved roads are usually unaware that they are driving over what was once a major Indian Trail – less than two centuries ago. One interesting use for old trails was to turn them into ditches for agriculture and mining. Sometimes they were located in the right place and had a slope that accommodated use as a water ditch.

The construction characteristics and erosion characteristics of a trail give powerful clues as to its origin. Constructed trails and wagon roads can be quite different from trails pioneered by aboriginal people and emigrants. Erosion trails by horses and horse travois are significantly different from erosion trails caused by wagons.

Trail Use Identification

One of the most difficult tasks in historic trail discovery and documentation is to determine its origin, era of use, and type of use. A trail can come into use by many different means. Science and art must both be used to properly identify them. Here are some trail types.

-ANIMALS; Horses, Cattle, Sheep, Buffalo, Elk, Moose, Deer, etc.

-HUMAN FOOT TRAFFIC; hiking, camping, hunting, etc.

-CONSTRUCTED TRAILS; Silver and Gold Mining, hunting, National Forests, National Parks, Recreation, Federal and State Government.

Indian Trails (Horse Trails) For the most part, these trails travel as directly as possible between

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two points, even when they had to go through difficult terrain. They tend to stay on ridges and other high points and almost never travel in the brush and windfall bottoms of rivers and creeks. They also tend, when possible, to be located in the most sunny areas of travel. This makes the trail usable earlier in the spring and later in the fall. For example, the trail will be located near the crown of the ridge but on the sunniest edge of it. These main trails do not 'dip and dive' off a ridge to access each water source or meadow of horse feed. The main trail stays on the ridge and travelers access these places with a side trail. This is the most energy efficient way of travel and energy efficiency was, and still is, very important. They will avoid locations that may expose them to enemy ambush. One significant feature of Indian trails in steep areas is the nature of the trail switchbacks. The trail is serpentine steeply up the hill and the switchbacks are only 3-5 times the length of a horse (30-50 feet). When a trail has long, shallow-slope switchbacks, it is not an Indian trail.

Cattle Trails Cattle create grazing trails and patterns on hillsides where there may be a horse trail. This can create a difficult separation problem unless a vantage point can be gained where the weaving cattle pattern can be distinguished from the 'straight-line' horse trail. Cattle also produce a radial pattern of trails around a water source or salt block. Historic horse trails do not. Cattle were often driven on historic trails and create erosion patterns that are difficult to distinguish from horse trails. In the mountains, cattle do a lot of single-file traveling, just as saddle horses do. I employ a variety of methods to eliminate cattle trails. Heavy cattle grazing over decades can obliterate a major historic trail.

Sheep Trails A stock driveway used by sheep can be 20 or more feet wide and a very well beaten path. It often looks more like a road than a trail. It does not have the deep erosion patterns created by horses and cattle. Historic trails can be rapidly destroyed by sheep because they graze the plants so close to the ground that significant erosion is created.

National Forest Trails These trails were originally designed for horse and foot traffic but now may have mountain bike, motorcycle, or ATV traffic. Many of these trails were converted Indian trails with reroutes and longer switchbacks constructed where needed. Over the last 100 years, the historic nature of the original Indian trail has been lost. Forest trails were constructed, or modified, to create a more shallow grade and reduce erosion. Maps of these trails exist back to at least 1911 which helps separate them from Indian trails. Forest trails have a 'constructed' look about them that is different from pioneered trails.

National Park Trails These trails, for the most part, are constructed for tourist hiking and are of recent vintage. My research work up to this time has not included areas of National Parks.

Mining Trails Gold and silver miners originally used the Indian trails for explorations and travel so some historic trails have been greatly impacted by mining activity. This is especially true for the Southern Nez Perces Trail in north-central Idaho. As mines were established and travel route changes were needed, the miners would abandon some sections of the Indian trail and construct their own trails. They had different needs and objectives. Because miners and Indians traveled the same way with horses and mules, distinguishing

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the two can be a challenge. In these areas, it is helpful to have old journals and knowledge of various mine locations to separate them out.

Hunting Trails In high-traffic hunting areas, hunters often develop trails from camping areas to water sources and meadows. These are often horse trails and, depending on their age, may be difficult to distinguish from historical trails. Fortunately, they can be distinguished by the way they link camping areas with known water sources and hunting meadows. On the Lolo Trail corridor in Idaho, they are usually less than five miles in length and most are less than two miles in length. They also tend to connect with National Forest trails so a good trail map is essential to separate the two. Additionally, maintained National Forest trails are brushed out to specific standards which can distinguish them from hunting trails, which tend to have brush.

Livestock Driveways These were large trails used to drive cattle and sheep from winter pastures to summer pastures and from pastures to railheads. They were characterized by wide beaten paths and the directionality associated with pastures and railheads.

Wagon Roads In frangible soil types, old wagon roads tend to have a central swale created by the horse hooves and often, there are no discernable wagon wheel ruts. Where very rocky soil and hard surfaces exist, the wheel ruts are easily discernable.

Historical Documentation of Trails

Historical documentation of western trails is often available in the form of government maps, fur trader maps, explorer and pioneer journals, and history books. Original sources are essential for the best research quality. Second, or third-hand information can be degraded in quality caused by editing, bias, gross error and general lack of accurate knowledge. Even high-quality journals like those produced by Lewis & Clark and the Corps of Discovery can be interpreted in different ways and subject to editorial changes.

I rely mostly on original explorer journals and their maps as well as the Government Land Office (GLO) Plat Surveys. Of course, both have occasional errors but their first-hand accounts usually produce good information to locate the erosion traces.

Original Research Independence

The hallmark of my research has been to use only original documents dating, as near as possible, to the original dates of use of a trail or wagon road. This avoids the bias of using previous research. This is especially true for derivative books. After I apply my research methods and have determined trail and road locations as accurately as possible, I will then compare previous research results with my own. Most of the time they do not influence my results but, occasionally, I discover new information or an error in my research which I correct.

Anecdotal information and published oral histories have frequently proven to be inaccurate to the point where I place little confidence in them. In nearly all cases, the information has been passed down over a 100+ year span between the original source and today's generation.

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Trail Dating and Route Evolution

Whenever reporting on trail research, it is essential to assign a correct date as to the location of the trail – at that time. The location of some portions of a trail will usually evolve over time and the reader and future researchers need to know the date that applies to whatever trail documentation is being provided. It is ideal if, when creating a map, each branch of the trail can be labeled with an applicable date. This evolution was never more abundantly clear than in the evolution of the various California and Oregon immigrant trails. There are literally hundreds of both major and minor branches in that trail system.

Ground Truthing

Hiking and finding the erosion trace of an old trail, and documenting it with a precision GPS, is the best way to insure high-quality research on an historic trail. Satellite, aerial, and ground photos can be very helpful and may produce good results in some cases, but they are no substitute for ground truthing. Various types of old maps can be used for approximation but accuracy is poor by modern standards. The original plat surveys by the Government Land Office (GLO), now called the Bureau of Land Management (BLM), offer good accuracy, but only on section-line intersections with trails. The GLO maps can be quite inaccurate within section interiors. It is best to get the information directly from the hand-written survey notes.

Experience, Intuition, and Dumb Luck

There is no amount of written information that is an adequate substitute for experience, inference, and intuition, when it comes to finding old trails. Trail location is so dependent on use, topography, vegetation, water, and other factors that there are unique aspects to each trail. Much trial and error is involved until this experience is gained. Last, but not least, is the element of ‘dumb luck.’ It happens when you are hiking along and literally stumble into the erosion trace of an old trail where you never expected it to be.

Revision and Additional Information

I will try to revise this document at new experiences point to new directions in research. I hope this information will be valuable to later generations of trail researchers.

Steve F. Russell
Ames, Iowa
April 4, 2014

Trails to California: Hastings (Cutoff) Road 1846

Appendix E. Inference in Historic Trail Research

Inference in Historic Trail Research

Inference is a very important concept in all types of research from theoretical physics, to medicine, to historic trails. The skill of the researcher in understanding inference, properly applying it, and acknowledging its use, is of paramount importance. A researcher can never claim that the conclusions reached using inference are "absolute truth," and yet, this often happens in many fields of research.

"Evidence" > "Logic & Reasoning" > "Conclusions"

Conclusions reached by Inference are not Absolute Truth

The dictionary definition of inference is:

- a conclusion reached on the basis of evidence and reasoning.
- synonyms are: deduction, conclusion, reasoning, conjecture, speculation, a guess, presumption, assumption, supposition, reckoning, extrapolation.

Another dictionary definition for statistical inference is: "the theory, methods, and practice of forming judgments about the parameters of a population and the reliability of statistical relationships, typically on the basis of random sampling." The key term in all research inference is "**forming judgements**." It is the process of forming judgements that sometimes goes far astray in reporting research results. It is not uncommon for researchers to "create" unsubstantiated evidence (a.k.a., assumptions) to complete the "forming judgements" part of their work and their conclusions can be very misleading. It is incumbent on the researcher to avoid this behavior or, at least, to make it very clear what assumptions were made.

These definitions, however, do not give a full understanding of how inference is often applied. In historical research, the "evidence" is often sparse, or at best, fragmented, and no amount of "logic and reasoning" can make up for inadequate evidence. This results in "conclusions" that are often shaky, at best, or really wrong, at the worst.

Despite its importance, some researchers do not seem to fully understand the roll of inference in their research. For example, in medicine, we hear the term "statistical inference" which means to present research where the results are reported in terms of probability and statistics, and the reader is often left to make their own conclusions. This is not really "inference." The conclusions reached by "statistical inference" are one step removed from actual inference and, thus, produce conclusions that are even more speculative, and possibly misguided.

In historical trail research, inference plays a big roll in trying to understand the history of the trail as well as trying to accurately determine its location on a map and documenting associated landmarks and campsites. This is especially true when original-source historical documentation is limited.

In my research, I acknowledge my use of inference to produce my results to the best of my ability, and do not claim to have produced "absolute truth."

Steve F. Russell
Historic Trails Research
Ames, Iowa

2010

Trails to California: Hastings (Cutoff) Road 1846

Appendix F. Final Years as a Trail Researcher

Final Years of a Trail Researcher

I am beginning to realize that I'm in the final years of my life, and definitely in my final years as a "trail pounder." Those trail slopes seem to have gotten much steeper in the past ten years! Many of the hikes I had planned for the future will not be realized. However, 35 years of solo camping and hiking have given me many wonderful memories and exciting adventures that I will cherish.

Those "steep slopes" also apply to my writing and research report production. It is hard for me to accept that there is more research to be done on these trails but my advancing years make it necessary for me to publish what I have at the current time and leave the remainder of the research to future generations.

With my final years starting to loom large, I've decided to produce as many reports on my trail research as time and energy permit. I apologize in advance for some incomplete results, or lack of thoroughness, that will be a natural part of this final effort. That is why I hope future generations will continue on and expand and correct my research.

I still have more than one hundred trails to finish documenting and that will take the remainder of my life – even if I reduce the effort for new research. Documenting old trails has been one of the best journeys of my life and I wish I could live longer and do more research.

Steve F. Russell
Ames, Iowa

Trails to California: Hastings (Cutoff) Road 1846

Appendix G.

GPS Waypoints for the Route, Steve F. Russell

The GPS waypoints for the route are included as text in this report and also included as attachments embedded in this Adobe Acrobat file.

Viewing Attachments in Adobe Acrobat

These following waypoints are also provided in separate attached files in the following GIS formats: .GPX and .CSV. To access these embedded attachments in Adobe Acrobat, use the following instructions:

1. For older versions of Acrobat, go to the top (main menu) and choose: **View > Navigation Panels > Attachments.**
2. For newer versions of Acrobat, go to the top (main menu) and choose: **View > Show/Hide > Navigation Panes > Attachments.**

You can save the attachments to your computer from the window displayed.

The following waypoints are in order of their journey westward from Fort Bridger, Wyoming to Humboldt River, Nevada.

The Format is: Waypoint Number, Latitude, Longitude, elevation in feet, and waypoint label. . The prefix "HC" stands for Hastings Cutoff.

The waypoints in text form follow this page.

Hastings Cutoff Waypoints.csv/.txt/.xls

California Trail; Hastings Cutoff 1846; Fort Bridger to Humboldt River; SFR2014

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