

FAINT TRAILS IN THE WASATCH

21. The Limestone Quarries

Anyone who has visited the REI (Recreational Equipment, Inc.) store on the east side of Salt Lake City has probably looked up at the mountains to the east and noticed some impressive cliffs formed when the limestone spine of the descending ridge was twisted and exposed by some cataclysmic event in the distant geologic past. It was that limestone formation that gave rise to considerable activity along the lower slopes at the beginning of the twentieth century, activity that left scars on the mountainside just above the upper line of houses. There had been considerable quarrying of limestone before this time, mostly to the northeast of the city, providing raw materials for the many lime kilns operating in that area. However, the primary purpose of the quarries between Mill Creek and Parleys Canyons was to support smelters in the valley, where the limestone was used as a fluxing agent in the smelting process. The first claims, located in 1894 and 1895, were Grand Ma's Stocking, Grandma Stocking No.2, and Bird, making up the Grandma Stocking group. They were recorded and surveyed as mineral claims, as opposed to the more usual placer claim used for quarrying operations, and were given a Mineral Survey number. They covered the second gully south of Parleys Canyon and extended up the mountainside to the limestone cliffs. The Lime King Mining Company was incorporated to exploit the claims, then leased them

to the Bingham Copper & Gold Mining Company, which operated a smelter in the valley. It is possible the locators and incorporators had hopes of finding a mineral lode on their claim, judging from some of the remaining exploratory workings. The two roads, C and D in figure 1, were likely put in to support this possibility. Also in the lease they included a clause covering the eventuality of finding gold, silver, lead or copper in paying quantities. The leasers built a road from the quarry down to the railroad in Parleys Canyon where the rock could be loaded onto rail cars for shipment to the smelter. The alignment of part of that road, plotted from survey notes in a deed giving the company right of way over private land, is labeled as A in figure 1.

The onset of the Lime King company's operation attracted others to the area and soon placer claims ranging in size from 20 to 40 acres covered the slope of the mountain from below the Bonneville bench to a level two-thirds of the way up toward Grandeur Peak. Two Salt Lake City policemen located the first one, the Monarch Placer, located immediately north of today's very prominent water tanks. They were joined by other men, including Simon Bamberger, who later became governor of Utah, to form the Union Lime & Stone Company to work it and that company was responsible for most of the claims that followed. The lowest group - Monarch, Humbug and Northside - were combined into the Monarch Consolidated Placer and became the basis of the company's operations while the upper claims were allowed to lapse and were repeatedly relocated by others over the years without any significant work being done on them. When the company began

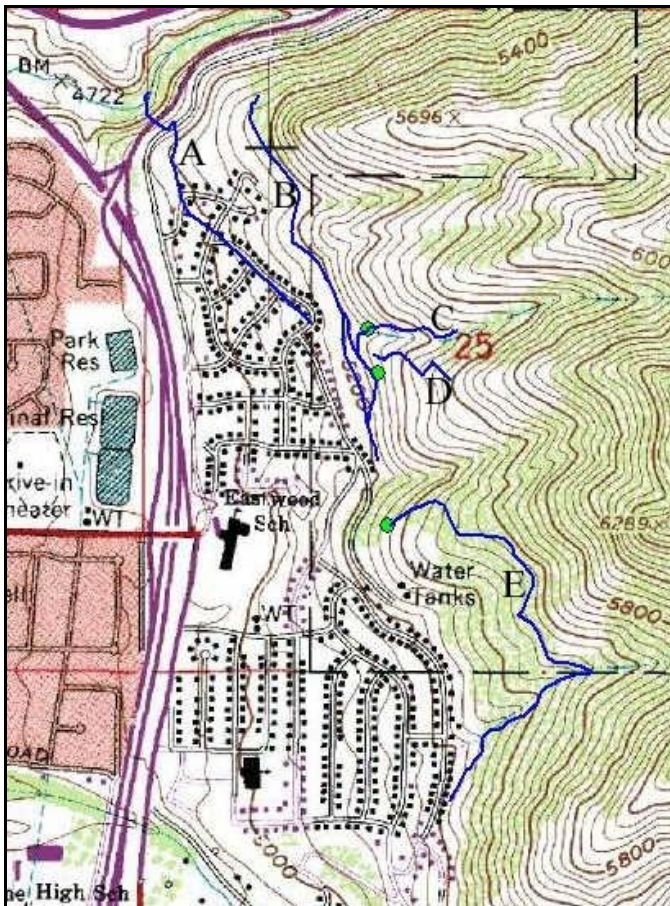


Fig. 1. This map, from the 1955 USGS Sugar House quadrangle, shows roads associated with the limestone quarries: A, part of the original 1901 road from the quarries to the railroad in Parleys Canyon; B, the road along the Bonneville bench to the edge of the canyon; C & D, roads attempting to access higher limestone deposits; and E, the road to the Monarch Quarry. All but the first can still be followed. The three heavy dots show, from south to north, the Monarch, Bird and Grand Ma's Stocking quarries, respectively. I-215 runs north and south on this map, while 3300 South Street is on the left.

developing both the Monarch and Humbug claims a road was run along the bench to the edge of Parleys Canyon. A horse tramway was built on the road and a cable tramway was installed at the edge of the canyon to take the rock down to the railroad spur at the bottom. But the Humbug quarry was at the same location as the Lime King Mining Company's earlier Bird claim, causing repeated lawsuits to be filed as both companies tried to work the same location. In 1905 the court ousted the Union Lime and Stone Company from the site in spite of the considerable development work that had been done. After that time the focus of its operations was at the Monarch placer. Since the quarry was several hundred feet higher than the Bonneville bench chutes carried rock from the quarry down to the horse tramway. The quarry was accessed by a road that ran southeast into the first significant drainage north of Mill Creek Canyon, then followed that drainage down toward the southwest.

The photograph in figure 2, showing these quarrying operations as they existed in April 1907, was taken from the Monarch quarry site. The chute used to carry rock down to the tramway is in the foreground, while the tram tracks and several buildings can be seen on the bench below. The next quarry in the distance was the Humbug, which became the Bird after the court action. The next was the Grand Ma's Stocking quarry. The road carrying the tramway tracks can be seen continuing to the edge of Parleys Canyon in the distance.



Fig. 2. View looking north from the Monarch quarry, 27 April 1907. The road on the left went down to the railroad spur in Parleys Canyon. The road on the right carried tramway tracks along the Bonneville bench to the edge of the canyon. The Bird and Grand Ma's Stocking quarries are in the middle distance. [Utah State Historical Society photo]

Although it is not known how long these quarries operated, it is not likely the Lime King Mining Company did much work beyond the first decade of the Twentieth Century. In 1913 the property was placed on option at \$12,000, an amount that was cut in half in 1915. It was sold several years later, but there is no evidence the new owners did any serious quarrying. The Union Lime and Stone Company continued operations until the early 1920s, but little or no quarrying was done after that.

Today the quarry sites can be visited and most of these roads can be followed. They are good for short hikes during the winter months when the higher elevations are covered with snow. The bench road is accessed from the parking area at the north end of Wasatch Boulevard, at the end of the hiking/biking trail across Parleys Canyon. A dirt track runs up the slope to eventually reach the bench road. At the extreme north end of the road concrete foundations for the upper end of the gravity tramway into the canyon can be seen. The bench road can be followed toward the south until it ends where houses have encroached upon its path. In fact much of the slope carrying the chute shown in the photograph was cut away when the homes were built. There is a modern footpath that goes up the slope to the site of the Monarch quarry. From there the Monarch road, labeled E in figure 1, can be seen and followed along a contour line toward the south. It then drops into a drainage and continues down it until reaching more homes, where it disappears.

FAINT TRAILS IN THE WASATCH

22. Broads Fork

One of the unanswered questions that arise in the study of Wasatch mountain history relates to the origin of the Broads Fork name. In the early days it was a convention to name a fork or geographic entity after the person who cut a road or trail into it to provide access for timber or building materials, or who was given control of it by the authority of the day, usually the County Court. Examples of this abound in Mill Creek Canyon: Bowman Fork, Porter Fork, Alexander Basin, and Thaynes Canyon, to name a few. Who, then, gave his name to Broads Fork? And was Broad his actual name? In 1877 Nelson Wheeler Whipple, who was living at his sawmill at Whipple Fork, made a journal entry, "I went over the ridge into Broughts fork." In 1893 Frank K. Gillespie, in an application for a water appropriation, called it Brocks Fork. And the following year it was called Borck Fork by the Big Cottonwood Power Company. By 1908 there seemed to be a general agreement that the name was Broads Gulch or Broads Fork. The supposition is that the name came into being when woodsmen cut a trail into the fork to gain access to its source of timber. But exactly who it was who gave his name to the fork remains a mystery.

That Broads Fork was used as a supply of timber is unquestionable. Two trails were cut into the fork, both of them being used in the timber trade. One was a logging slide that runs straight down the slope in typical log slide fashion until near the Big Cottonwood stream, then turned up canyon toward Mill B. The other was a road

that went from Mill B up to a presumed logging camp at today's stream crossing. It has become the Broads Fork trail that we all know so well today. That this was once a road is evidenced by its width through most of its length. And many places show signs of excavation on the uphill side to create a greater width. This road dates back into the nineteenth century; had it been only a trail Nature would have eroded it into a very narrow pathway by this time.

About one thousand feet below the stream crossing the trail makes an abrupt right angle turn and goes straight up the slope. This segment is not part of the road; it is the original logging slide. The road is off in the woods east of the trail; it joins the logging slide at a point about 300 feet below the stream crossing, where an enormous boulder can be seen in a clearing on the east side. Above this point remains of the road can be seen between the trail and the stream. Just below the footbridge the trail seems

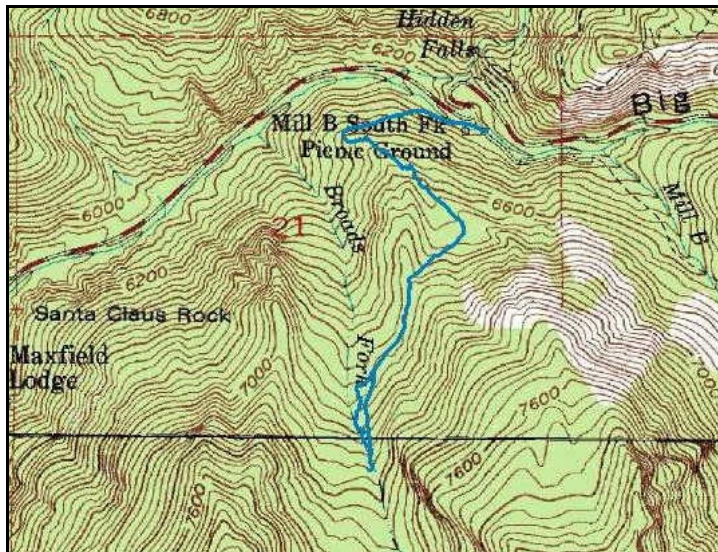


Fig. 1. Broads Fork trail between the trailhead and the stream crossing. In the text it is suggested this trail was once a road. Near its upper end (lower part of the figure) the left branch is the trail as it exists today, while the right is the path of the road.

to turn toward the stream, but then turns again and goes up to the bridge. Here the road used to ford the stream and apparently ended at a logging camp on the other side. Until the footbridge was installed the trail crossed the stream at the same place, a precarious crossing in springtime when stream flows are high. Usually logs and branches were in place to span the flow and help hikers across. It is not likely the road extended beyond this point. The trail above the stream crossing has a different character than that below, implying it never was anything more than a trail.

Going back down to the enormous boulder mentioned above, the road can be followed down through the forest until it joins the trail below the right angle turn. While it is overgrown at spots and cluttered with downfall, the width of the right of way is unmistakable. Were it not for the clutter the road would be an easier and more direct ascent than the trail we use today.

The logging slide can be followed by going down the trail to the right angle turn, where the slide continued on down the slope. Its route is not too apparent for the first short distance, but then it appears with the typical

U-shape of logging slides, some places having rocks on each side where they were thrown out of the slide. It descends until close to Big Cottonwood creek, then turns in an up-canyon direction and follows a descending traverse until it ends just above the creek. When the canyon road was expanded and realigned over the years the creek was pushed against the south canyon wall causing erosion and loss of the lowest bit of the logging slide.

About two hundred feet above Big Cottonwood creek, above the point where the logging slide turns up-canyon, it crosses an obvious path or trail running along a contour line. This is the remains of the right of way for the Big Cottonwood Power Company's flume to carry water to its proposed power plant at the mouth of Broads Fork. This was the same company that built

the Stairs Station power plant a short distance down the canyon. In February of 1894 the company secured the Mill B property and in June of the same year filed claims for a water right appropriation and a mill site, a 280-by-725 foot plot to be used for the powerhouse. Water was to be taken from Big Cottonwood creek above the Mill B site and carried in a ditch or flume to a point above the power plant. While the project was not carried to completion, enough work was done on the flume right of way to leave the apparent trail that remains today. It can be followed in a westerly direction only a very short distance before it ends at the edge of the Broads Fork stream. In the other direction it follows a contour line, climbing imperceptibly as it goes up-canyon until it ends at the parking area at the Broads Fork trailhead. At that point there is a large flat that may once have been a storage area for logs for Mill B, but much later, during the mid-twentieth century, became a picnic ground. The USGS maps identified it as the "Mill B South Fork Picnic Ground," once a popular place for people to spend an outing in the canyon. Older hikers may well remember coming down the Broads Fork trail and having a birds eye



Fig. 2. In addition to the trail and road shown in Figure 1, this figure shows the logging slide running down to Big Cottonwood creek and the flume right of way for the Big Cottonwood Power Company's proposed "Borck Fork" (Broads Fork) power plant.



Fig. 3. Footbridge at Broads Fork stream crossing. Until this bridge was built about thirty years ago the trail crossed the stream at a ford about a hundred feet downstream.

view of the picnickers below.

As recent as ten years ago the route along the logging slide and flume trail was wide open, obvious and easy to hike, but since that time there has been a considerable downfall that impedes passage and at a number of places trees have grown over the right of way. At one place the flume trail has completely eroded away for a short distance, making passage interesting, but not impossible. Were it not for these obstacles the logging slide and flume trail could offer a different route to descend out of Broads Fork, taking one through some mountainside scenery not often visited today.

Broads Fork did not receive much attention from miners and prospectors over the years. There were a number of claims filed in the first two decades of the twentieth century, they being located on the ridges on each side of the fork and around "an old lake bed" in the upper basin. But there is no evidence of any amount of work having been done on the claims.

FAINT TRAILS IN THE WASATCH

23. Days Fork



Fig. 1. The Days Fork trail extends from the Big Cottonwood highway to the Eclipse mine near the head of the fork, a distance of 3.4 miles.

Days Fork poses the same unanswerable question as does Broads Fork: Who gave the fork its name? At least Days Fork has more possibilities. In the case of Broads Fork, also on occasion called Broughts, Borck and Brock, there were precious few residents in early Utah Territory whose family name matched those possibilities. However, Day was a common name in early Salt Lake City. There was a Private Abraham Day in Company E of the Mormon Battalion, Leah Day who arrived in 1848 and at least a baker's dozen of Days were part of the 1850 emigration. One of them was David Day, who became a Main Street merchant and would provide funding and sustenance for William S. Brighton's prospecting ventures at the head of Big Cottonwood Canyon in 1870. But by that time Days Fork already had its name, for the first prospectors in that fork used the name in their claim notices. Had a name not existed they surely would have used something like Mill D South Fork or the Second South Fork of Mill D, for at that time Mill D was located only a short distance down Big Cottonwood Canyon. The miners did, after all, first call the South Fork of Big Cottonwood the South Fork of Mill A, and Mineral Fork the Second South Fork of Mill B. (The name Mill D South Fork was later applied to the South Fork of Big Cottonwood.) It is very likely one or more of the Day clan contracted to provide logs for Mill D and cut a trail into Days Fork for that purpose. And left the name behind for posterity. But we will never know for certain.

While no documented evidence has come to light to indicate that Days Fork was used as a source of timber for Mill D, there are some indications that this was so. The steep section of road leading up out of the Spruces campground probably was first a logging slide before being widened into a road. Then there are a number of places along the road and on the east slopes of the fork where U-shaped tracks remain, suggesting the dragging of many logs over the years. There is also the fact that Mill D was one of the most prolific producers of lumber in Big Cottonwood Canyon. It would have required timber from any reasonably close source, and Days Fork was as close to the mill as was Mill D North Fork, one of the documented sources of timber for the mill.

A sign at the bottom of the Days Fork trail tells us it is “Days Fork Trail, No.8023.” There are some places along its 3.4 mile length from the Big Cottonwood Canyon highway to the head of the fork where one might wonder if it is a trail at all, for Nature is trying hard to reclaim it. Actually, the trail was a road whose history reaches back

into the 1870s and continued to be used as a road until the canyon was closed to vehicular traffic about twenty years ago. In the years following 1870 there was considerable mining activity at the head of the fork. None of it contributed much to the mineral output of the Wasatch, but it did cause the road to be built. The trail we see today does not follow the route of the original road the entire distance up the fork. In the lower half the canyon is quite narrow and there was little choice but to keep the road close to the west bank of the stream. But less than two miles from the Big Cottonwood highway the fork widens and exhibits a broad open slope that is swept clear by periodic avalanches. Here the road turns toward the west and climbs steeply for about a third of a mile before continuing up the canyon well above the streambed. The original road, however, stayed close to the stream as it went up the canyon, crossing to the east side and climbing steeply where the streambed is in a narrow gorge. It joined today's trail about a third of a mile below the Eclipse mine, where the road ended. The route of this old road, shown in figure 2, can be followed today, but only with difficulty. It goes through wooded slopes that are crisscrossed by animal trails, some of them being as prominent as the old road. At other places it is hidden by erosion or dense vegetation. And at its upper end it climbed steep slopes that proved to be its undoing.

The present road in the upper part of the canyon is a result of developments at the Eclipse mine. This is the mine at the end of the road, the one with two boilers slowly sinking into the collapsed shaft. The Eclipse mine has an interesting and involved history which will be covered in a later episode of Faint Trails. Suffice it to say

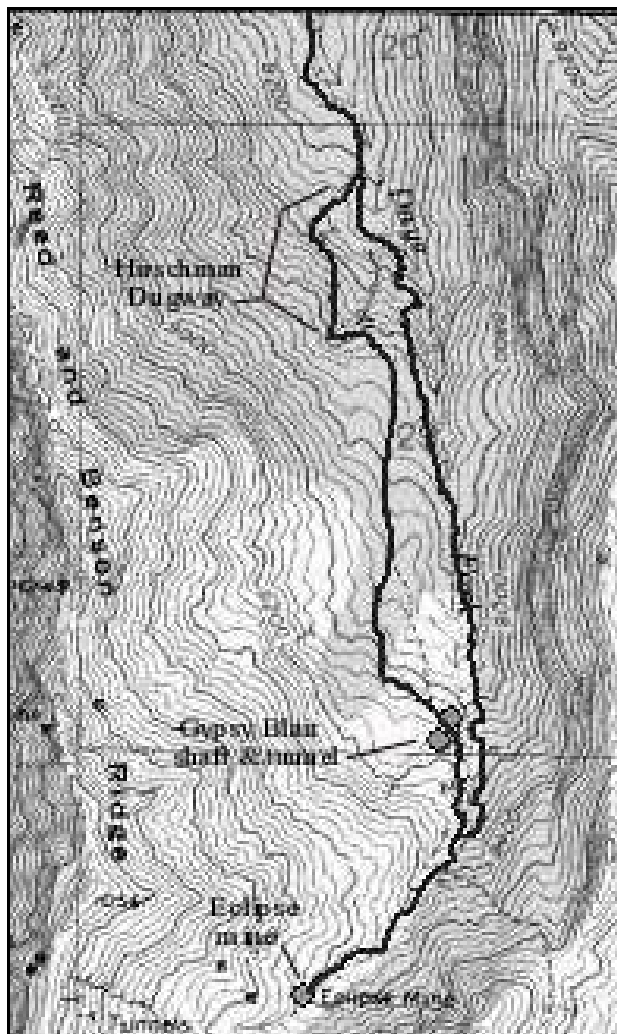


Fig. 2. This map shows the routes of the original Days Fork road and the one we see today.



Fig. 3. Days Fork hosts one of the few known natural arches in the Wasatch.

that in 1880 when a hoist was erected and the two boilers were installed to power it, the old road up the canyon was found unsuitable for hauling big heavy loads like the boilers. So a new road was built, that being the one we see today. After that time the steepest part of the new road, where Days Fork widens and the road turns west, south and east to gain elevation, was known as the Hirschman Dugway, named after Moses Hirschman, the superintendent of the Eclipse mine, who supervised the construction of the new road as well as the facilities at the mine. After that time all but the upper end of the old road received little use and eventually faded until it was only a suggestion of its former self, the trace that can be seen today.

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24. Greens Basin

Greens Basin, located between Days Fork and Silver Fork on the south slopes of Big Cottonwood Canyon, is usually accessed by a trail that leaves the Days Fork road at the top of the steep narrow portion immediately

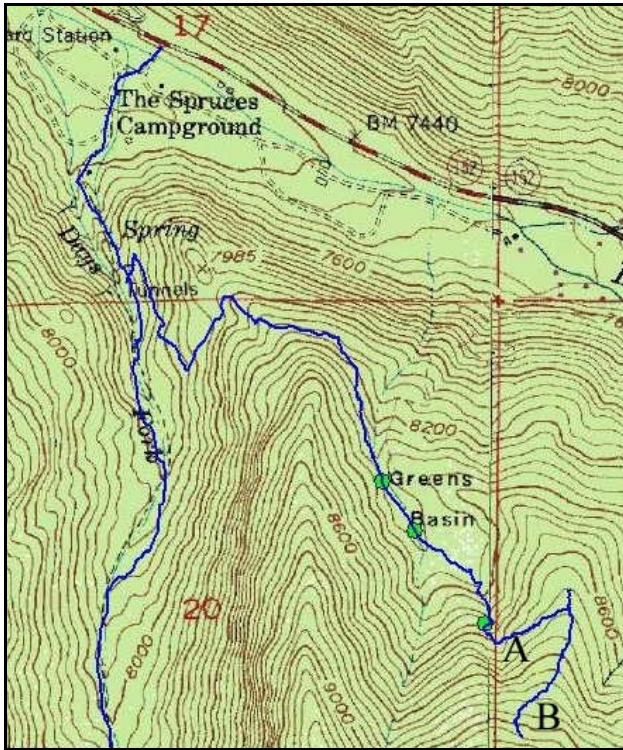


Fig. 1. The Greens Basin trail leaves the Days Fork road at the top of the steep grade above Spruces Campground, about one-half mile from the Big Cottonwood highway. The dark circle at the “G” of “Greens” is the location of the entrance arch formed by spruce trees. The circle at the “B” in “Basin” is the center of the meadow. The third dark circle is the location of the spring above the basin. Segment A is the sheepherder trail to the spring, and segment B is the logging trail that once went down into Matts Basin.

above the Spruces campground, about one-half mile from the Big Cottonwood highway. The origin of this trail is not known, but an educated guess would link its existence to the Community Camp that preceded the Spruces Campground at the same site. When the Forest Service was created in 1905 one of its first tasks was to reforest the denuded slopes of most western mountains, including the Wasatch. To accomplish this it established several forest nurseries, one of them being in Big Cottonwood Canyon on 160 acres set aside by presidential proclamation. For more than a decade the nursery operated, providing literally hundreds of thousands of trees, from seedlings to three-year-olds, to be planted in the Wasatch as well as other national forests in nearby western states. When the reforestation effort ended, the Forest Service established a Community Camp on the nursery site, opening it to the public in August 1920. The following year the camp was taken over by the Utah Outdoor Association, a joint effort between the Forest Service and the local Commercial Club. It had twenty tents that could accommodate four people each, as well as three frame cabins that had been used for nursery purposes. In 1922 the camp boasted 55 tents as well as planned activities, such as outdoor games, lectures, fireside chats and songfests. But the best pastime was hiking nearby trails. For the moderate hiker the Days Fork road and trails to the divide between Big and Little Cottonwood Canyons was suggested, or the more venturesome hiker could take an entire day, going up this trail, then along the divide to Brighton, and back

down the canyon road to the camp. But the casual hiker needed a less challenging trail, and the presumption is that the Greens Basin trail was developed for this purpose.

A trail can be put into place for any number of reasons, but in most cases the purpose leaves the trail with unique characteristics. The Greens Basin trail is not steep enough to have been a logging trail, although it does cross several logging slides along its first long switchback. It is not wide enough to have been a road and it does not go to any kind of mining site to have been a mining trail. It does have a gentle, albeit consistent grade for most of its length and there are a number of places where it has been built up with low stone walls. Its destination has beauty, silence and serenity, all within a mile from the Days Fork road. At the entrance to the basin spruce trees have grown on both sides of the trail, commingling overhead to form an arboreal gateway through which the visitor must pass to gain a view of the meadow beyond.



Fig. 2. This archway formed by spruce trees is the entrance to Greens Basin

Many people must have enjoyed hiking the trail and visiting Greens Basin over the years the Community Camp existed. And to this day it continues to be an interesting and enjoyable destination.

But there is more! The trail runs the length of the meadow, then fades into a lesser track. But it can be followed up the gully at the south end, climbing steeply, much steeper than the trail into the basin, for about two hundred feet in elevation before turning right and leaving the drainage. In the summertime this part of the trail is almost obscured by waist high bluebells. Upon climbing out of the gorge the reason for all the verdant foliage is found, for here is a spring that had been developed more than half a century ago. Twenty years ago there was a wooden trough to hold the water, but Nature has reclaimed it. All that remains today is a pipe jutting out of the hillside, drooling a thin stream of water into puddles that create a great deal of mud in the area and attracts all manner of wildlife. This spring was used by the sheepherders who grazed small flocks in Silver Fork and over the ridge into Mats Basin and Greens Basin during the first half of the 1940 decade. Even though livestock grazing in the watershed had been prohibited in 1924, the Forest Service still was issuing limited grazing permits.



Fig. 3. Greens Basin, as seen from the entrance archway.

Above the spring a good trail goes in an easterly direction about a quarter mile to meet an earlier logging trail into Mats Basin and the sheepherder's trail from Silver Fork. At this intersection will be found considerable aspen graffiti left by the sheepherders in 1940 and 1941. One tree exhibits an arrow pointing down the trail to the spring and the word "basin." From this point the ascending trail becomes less distinct. The logging trail has not been used for a century or more and the more level terrain allowed sheep to spread out to graze, thereby doing little to make a well defined trail. However, if one makes a ninety degree turn to the right and continues up the hill several hundred feet, the logging trail becomes more obvious with the characteristic U-shape. It is covered with a large amount of downfall, creating a challenging obstacle course. After climbing about a quarter mile it turns to the left and heads straight up the fall line, eventually fading out. But if one has followed it this far and continues only a short distance farther, one soon breaks out of the forest and can ascend a short grassy slope to the ridge between Days and Silver Forks.

The sheepherder's trail into Silver Fork has disappeared. Twenty years ago it could be seen climbing away from the Silver Fork road a little farther up the fork from the junction with Honeycomb Fork. However, even then the trail faded as it approached the top of the hill where it dropped into Mats or Greens Basin. Today it can no longer be found.



Fig. 4. Logging slide high above Greens Basin with the considerable downfall that impedes passage.

The Community Camp continued to operate at least into the late 1930s. During that decade considerable work was done by men of the ERA and CCC, building a ski jump whose hill and launching ramp still can be seen on the east side of the Days Fork road, a toboggan slide, slalom hill, tennis court that was turned into an ice skating rink in the winter, baseball diamond, horseshoe pitching grounds, volleyball court and a log shelter that served both summer and winter activities. The camp ultimately was converted to the Spruces Campground we see today.

The sheepherders who left their marks above Greens Basin were Dave Probst and Lynn Epperson, both of Midway. Probst was twenty six years old in 1941. As a sheepman he was exempted from military service during the war because of the critical need for wool. He continued ranching throughout his life and was claimed to have been the last sheepman to ship his animals by railroad before the Heber branch of the Rio Grande railroad was abandoned. Dave Probst died in October 2002.

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25. Eclipse Mine, Days Fork

The Eclipse Mine, located at the end of the Days Fork road, or trail, is well known to most hikers in the Wasatch. The two large boilers slowly sinking into the collapsed shaft and a number of pieces of machinery resting nearby always stimulate the curiosity of visitors. The story of this mine is the story of three men: Bernard



Fig. 1. Eclipse mine at the head of Days Fork. The road going up to the mine, now hardly more than a faint trail, runs along the right side of the photograph to the dump in the middle distance.

Quigg, William Ottenheimer and Moses Hirschman. A native of Wurtemberg, Germany, the 24 year old Hirschman came to America in 1856 and briefly settled in Wheeling, West Virginia. It is believed he immigrated with his younger sister, Caroline, and joined his brother, Henry, in Wheeling. The family then traveled to San Francisco, going by way of the Isthmus of Panama, a route often followed in those days. Once there Henry entered a merchandising business with Ottenheimer, who had immigrated from Germany in 1850 and became a merchant in San Francisco and the California and Nevada mining fields. Ottenheimer married Caroline Hirschman, making the Ottenheimers and Hirschmans one big happy family. Moses Hirschman entered the mining business in Grass Valley, California, and Virginia City, Nevada.

In 1869 Moses Hirschman got married and moved to Montana where he remained until moving to Salt Lake City in 1872. There he became active in the Wasatch mining scene, not as a prospector, but rather as one dealing in mining property and managing mining operations. He became superintendent of the South Star and Titus mine until 1877 when he moved to the adjacent Flagstaff mine, again as superintendent. The Flagstaff was one of the major mines in the Wasatch; its workings extended well under the divide between Big and Little Cottonwood Canyons and went down many levels, ultimately reaching a ninth level over four hundred feet below the tunnel portal. About this same time Bernard Quigg recorded the Eclipse claim in Days Fork, not too far beyond the extent of the Flagstaff's underground workings. Quigg had not been particularly active in the local mining community, having recorded only one other claim some seven years earlier. It is likely Hirschman became involved in the Eclipse immediately, because Quigg went to Idaho and left his local matters in Hirschman's hands. In fact when Quigg accumulated some mining properties in Idaho he came back to Salt Lake City to form the Quigg Mining Company with Mr. and Mrs. Hirschman as two of the incorporators.

From his work in the Flagstaff, Hirschman recognized the potential value of the Eclipse claim and convinced Ottenheimer to buy it, with Hirschman acting as Quigg's attorney-in-fact in the transaction. As superintendent of both the Flagstaff and Eclipse mines, Hirschman extended the Flagstaff's fifth level in the direction of the Eclipse, where he started sinking an incline shaft. Hoisting equipment, including a boiler as well as pumps and



Fig. 2. Cordwood for the Eclipse mine's boilers remained on the hillside above the mine until the early 1970 decade, when it mysteriously caught fire and was totally consumed. (R. Fluehe photo)

compressors were brought to the site on a new Days Fork road cut for this purpose. As the mine looked more and more promising, Ottenheimer sold it to New York City attorney William H. Scott, Jr., who went on to buy a number of adjacent claims around the Eclipse. When the Flagstaff's fifth level and the Eclipse's shaft were joined, an additional boiler and more equipment were installed. After this time all Eclipse ore was taken out through the Flagstaff mine, carried down the latter's tramway and down Little Cottonwood Canyon to the smelters. The shaft was used to lower supplies for both mines, to continue development to greater depths, and to provide an important source of ventilation. During this time extensive structures, about two hundred feet long, were built for shops, housing and operating machinery, all nested against the mountain slope so snow avalanches could flow across them without causing damage.



Fig. 3. Boilers sinking into the collapsed shaft at the Eclipse mine. The tank in the foreground was for compressed air. Machinery rests above and behind the shaft. The flat area in the background held the buildings for shops and miner housing. They were built against the bank on the left so the roofline merged with the slope of the hill above.

In March of 1887 Scott and a group of New York investors formed The Eclipse Mining Company, incorporated in the State of New York to hold and operate all the mining properties Scott had accumulated in Days Fork. New compressors were installed and pneumatic drills were purchased to enhance the operations. The Eclipse mine appeared to have a promising future, but on the second of May 1888 the structures caught fire and the surface workings were destroyed. As was often the case when out-of-state investors were faced with a



Fig. 4. Forty years ago a number of large wooden beams, about 15 x 15 inches in cross section, remained stacked on the flat area north of the Eclipse shaft. Today only their rotted remains can be seen.

disaster at their mining property, they became indecisive and failed to meet their business obligations. As a result the company was sued for unpaid bills. When the case came up in court and the company failed to defend itself, the property was sold by the U.S. Marshal to pay the plaintiff. And again, as often happened in a case like this, it was the plaintiff who bought the property. However, he immediately sold it to a new group of out-of-state investors, some of whom were original incorporators of The Eclipse Mining Company. But by this time the entire local mining industry was entering a period of decline, so nothing was done at the Eclipse mine. Throughout much of the 1890 decade Moses Hirschman continued to act as superintendent of The Eclipse Mining Company, but it was a vacuous position. He contracted Bright's disease and in January 1900 succumbed to his illness.

The Eclipse mine saw little further activity in Days Fork, although in later years its ore bodies were exploited through underground workings from the South Fork and Little Cottonwood Canyon. Some of the remaining equipment was scavenged by other mining operators over the years, while some still remains on the site for visitors to see and wonder about.

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26. Flagstaff - Eclipse Trail

In the last episode of the Faint Trails series mention was made of the fact that the Eclipse mine in Days Fork and the Flagstaff mine, on the Little Cottonwood Canyon side of the divide, were connected by way of underground tunnels and that both mines were superintended by the same man, Moses Hirschman. As a result there was a need for frequent travel from one mine to the other, both before and after the underground connection was made. While the two mines are not far apart, only about 2,000 feet, they are separated by the divide between Big and Little Cottonwood Canyons which at its lowest point is still about 500 feet higher than either mine. The slope above the Flagstaff mine is very steep, but the Days Fork side of the divide is characterized by vertical cliffs, making a direct route between the two mines manifestly impractical. Not to be thwarted by Nature's barriers, the miners went over to Silver Fork, where they traversed the west bowl, then dropped down into Days

Fork a short distance below the Eclipse mine. Their trail still exists today and can be followed with only minor difficulty.

The trail starts at the upper level of the Flagstaff mine dump. There is a road going up to the Flagstaff mine, not quite following the alignment of the jeep road shown on the accompanying map. If one walks up the road that runs into Grizzly Gulch, the Flagstaff road intersects it just below the gate at the mouth of the Gulch. The Flagstaff road runs in a northwesterly direction. Following it to its end takes one to the Flagstaff mine dump. The upper level is easily identified by the remains of a collapsed tram tower. About fifty feet east of that debris a trail goes up steeply, straight up the hill for a short distance, then turns and heads in a northeasterly direction toward a tall fir tree growing right in the middle of the trail. Go around below it; on the other side it is obvious where the trail goes. There is a spur that goes down toward the southeast to a collapsed tunnel, and another goes up to the north-northwest. The latter goes over the top of the workings where the miners had anchored backstays for a tramway.

The trail to Silver Fork continues northeast, now traversing a steep open slope. This is the faintest and most difficult part of the entire trail; as is often the case on a steep open slope without vegetation, the surface has been eroded down to rock and hardpan, almost completely obliterating the trail. But about a hundred feet across the slope there is a rock outcropping with stumps from two trees that were growing together. The trail goes between the double stump and the rock outcrop above it. Beyond that point the trail is easily followed, although it has been badly washed out at several gully crossings. In just

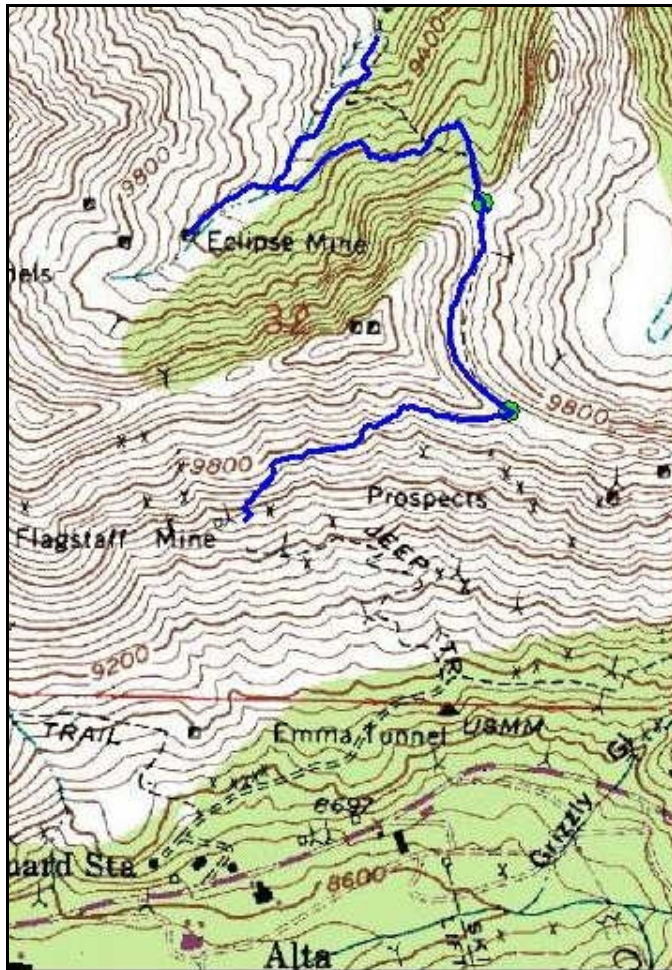


Fig. 1. This map shows the north slopes above Alta and the Days Fork bowl as well as the trail between the Flagstaff and Eclipse mines. The dark circles on the trail are located at the passes between Days and Silver Forks and between Silver Fork and Little Cottonwood Canyon. The trail stub going to the upper border is the Days Fork road. The west bowl of Silver Fork is at the upper right hand border of the map.

under a half mile it reaches the dividing ridge where it crosses into the west bowl of Silver Fork. To this point the trail has climbed about three hundred feet.

From the divide the trail traverses the slopes above the west bowl of Silver Fork in a northerly direction. While this part of the trail loses some of its clarity each year, it is still easily seen and followed. One might notice, higher on the slope, another trail making a traverse, almost parallel to this one. On the trail coming up from the Flagstaff mine, about five or six hundred feet before reaching the divide, one might have noticed a trail coming up from the southeast and continuing nearly straight up the slope. This one joins the upper traverse, but its purpose is not clear. The trail going up to the ridge could have provided access for some shafts that were at the high point of the ridge, but the traverse goes across to the ridge separating Days and Silver Forks, then disappears. There is no indication of any activity at that point, so the purpose of the upper traverse trail remains one of the unanswered mysteries of the Wasatch.

The traverse on the Flagstaff - Eclipse trail ends at the pass between Days and Silver Forks, where the trail heads down into Days Fork, steeply at first, but then turns in a westerly direction for a pleasant descent through the forest with occasional great views of the fork below. This portion of the trail is quite good, suggesting it gets more use than any of the other segments. But there is an unwritten axiom for faint trails that says when reaching a fork, the correct branch is the least traveled one. The reason is that everyone thinks the most traveled trail is the correct one, so they take it only to find their error and have to retrace their steps. Hence, the incorrect branch gets twice as much use as



Fig. 2. Trail from the Flagstaff mine as it approaches the divide and crosses into the west bowl of Silver Fork.



Fig. 3. Flagstaff - Eclipse trail as it leaves the divide to traverse the Silver Fork west bowl. The trail can be seen in the foreground and again near the right margin. The upper traverse mentioned in the text crosses the high open slopes (see arrow).

the correct one. This might be remembered on the way down from the pass, for there is a fork with the higher branch appearing to be the correct – i.e., most used one. But it is not; it wanders through the forest, then comes to an end in a cluster of cliffs. If one is going in the other direction, that is, up from Days Fork, there will be no problem

The Flagstaff - Eclipse trail meets the Days Fork road about seven or eight hundred feet below the mine, about where the ascending road leaves the drainage and starts climbing up to the mine site. The entire distance from the Flagstaff to the Eclipse is less than a mile and a half, about 1.4 miles.

FAINT TRAILS IN THE WASATCH

27. Days Fork Bowl Trail

While the Days Fork road ends at the Eclipse mine, there is a trail that continues along the north side of the drainage until it stops climbing at the bottom of the bowl and seems to disappear. This once was a good trail that climbed around the north and west slopes until it reached the divide about 700 feet east of the summit of Flagstaff Mountain. Unfortunately, it has been little used in recent years and Nature's reclamation efforts are rapidly relegating it to the category of Former Faint Trails. But it is important as an example of what once was,

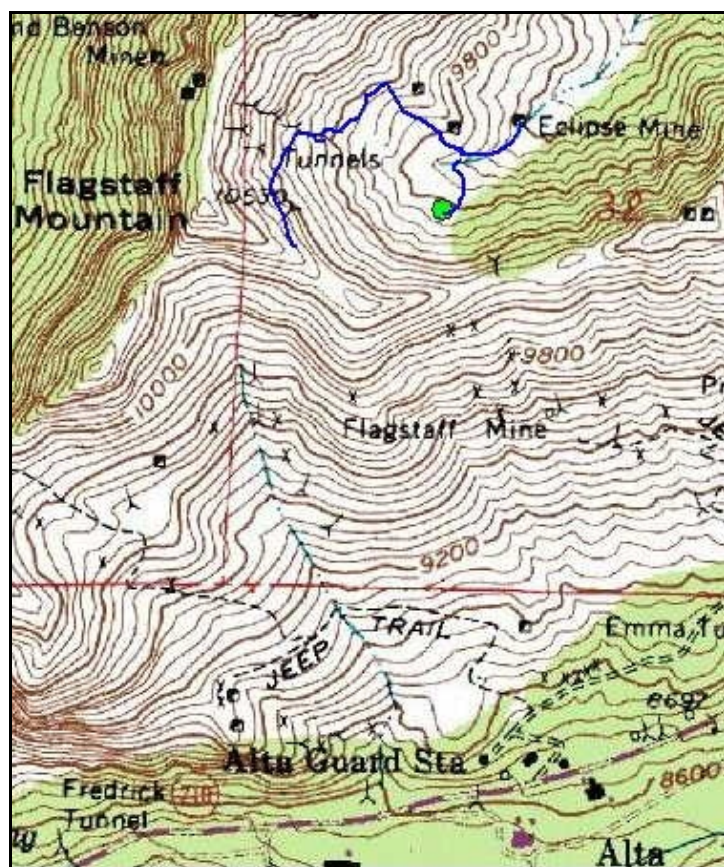


Fig. 1. This map shows the north slopes above Alta and the Days Fork bowl as well as the trail from the Eclipse mine to the divide southeast of Flagstaff Mountain. The stub trail in the lower bowl goes up to the Perfector mine at the dark circle.

of a trail that was used and enjoyed in decades past and is now described so the younger generations of hikers can understand what they've missed. As recent as fifteen years ago it was regularly used to descend into Days Fork after hiking to the summit of Flagstaff Mountain. But in 2006, while the section across the west slopes of the bowl was still readily visible, on the north slope it took a bit of searching to find where the trail once went through the now heavy vegetation.

Once over the divide this trail continued on the old Goodspeed trail going down into Central City. The latter trail will be discussed in a later episode of the Faint Trails series, but it can here be said that Central City had a very brief existence, yielding to Alta City once the latter community was established. And Central City being a considerable distance below Alta City, about three-quarters of a mile, this trail would not have been the preferred route to go from Alta to Days Fork. The probable reason this trail came into being was to access the many claims that were filed and worked high in the Days Fork bowl during the early years of mining activity. This was just across the ridge from the very successful Reed and Benson mine and everyone was trying to tap the same lode, sort of the mining equivalent of the fisherman's syndrome, where everyone flocks to the pool where a large

fish was just caught.

The lower part of this trail also provided access to the Perfector mine, which can be seen on the south side of the drainage as the trail enters the bowl. There is a rather prominent path going around the side of a low moraine and up to the mine. The Perfector was a fairly recent claim in that it was not recorded until late in 1901. But it certainly was worked for some time before that because when the claim was surveyed, less than two months after it was recorded, the surveyor noted it had a tunnel four by six feet in cross section and 300 feet long. It may well have been the Emperor Tunnel, which dated back to 1871 and was worked to considerable depth. When the Eclipse claim was filed in 1877 it was said to be near the Emperor Tunnel. The manner in which the mine came to be called the Perfector introduces an interesting individual in the Alta district. It happened this way:— In September 1901 James J. Burnswood incorporated the Alta Consolidated Mining & Milling Company to hold and work four of his claims on the south side of the divide, directly across from the lower end of the Days Fork bowl. Burnswood was an old-timer in the Alta camp. He immigrated from England in 1864 and in late

summer 1870 he and his wife were living at Alta where he worked as a blacksmith. He continued to work as a blacksmith for many years, but also became heavily involved in prospecting and mining. Over his lifetime his name appeared in the Mining Recorder's books on about eighty claims, most of them in the Little Cottonwood Mining District. He also took leases on existing mines and worked them at various times. In 1896 he and a partner had a lease on the City Rocks mine in Grizzly Gulch. And later he was involved in the Albion mine in the Albion Basin.

About two months after incorporating the Alta Consolidated company, Burnswood recorded the Perfector claim in the name of the company. Being so close to the divide, he filed the claim in both the Big and Little Cottonwood Mining Districts. It adjoined three of the four claims that his company already held, so it became a part of a block of claims. It is not likely Burnswood ever did any amount of work at the Perfector location because when the surveyor filed his report for the Mineral Survey he noted that the tunnel on the Free Coinage, one of the company's claims on the south side of the divide, was headed for the Perfector ground at much greater depth than the existing tunnel and would most advantageously develop the claim. Probably that was Burnswood's intent – secure the ground in the company's name for the Free Coinage tunnel if and when it would get in that far.

Burnswood was not a man to sit idle on one endeavor. He continued to file claims as far afield as Superior Gulch, Albion Basin and Grizzly Gulch. Then he turned his attention to Patsey Marley Hill where he filed a series of fourteen claims called Granite to Granite No. 14, some of them extending over the divide into Big Cottonwood

above Brighton. He built a two-story cabin and moved in while he developed a mine on these claims. Then during the afternoon of 13 February 1904 an avalanche came down Patsey Marley Hill, destroying the cabin. Inside were James J. Burnswood and John Johnson (not the "Regulator" Johnson) who were instantly killed. A miner sleeping on the second floor was carried down the slope and survived. Another miner working in the tunnel also survived, although he had to dig his way out through the snow debris. Rescuers spent two days searching for Burnswood before his body was found. He was taken to the city where he was buried in City Cemetery, thus ending a near forty-five year career of one of the true old-time Alta miners.



Fig. 2. West slopes of the Days Fork bowl with the approximate route of the trail shown by a dashed line. It passed above the large dump in the center of the photograph. Flagstaff Mountain is the high point directly above the dump.



Fig. 3. Dump from the Perfector mine rests against the south side of the Days Fork bowl. Trail to the dump climbs diagonally around the left side of the moraine in the foreground.

FAINT TRAILS IN THE WASATCH

28. Henry F. Samson and the Samson Mine

On the current (1998) USGS Dromedary Peak 7-1/2 minute quadrangle and all previous editions back to 1903, the Samson Mine is shown high on the west side of the Reed and Benson ridge. On the most recent edition of this map the entire patented claim, 200 x 1500 feet, running in a north-northwest and south-southeast direction is shown as well. Few people have seen this mine and some question whether its location is correctly shown on the map. It is, but being situated about 100 feet below the top of the ridge on very steep slopes above the near-

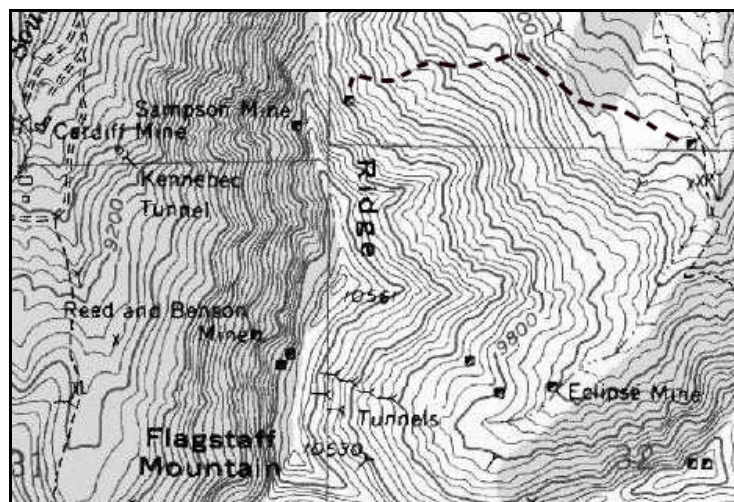


Fig. 1. This map, from the 1955 USGS Dromedary Peak quadrangle, shows the Samson Mine near the top of the Reed and Benson ridge, between the South Fork and Days Fork. The dashed line indicates the approximate route of the trail from the Days Fork road to the St. Louis tunnel, which was used to develop the Samson Mine.

vertical cliffs, it is neither obvious nor easy of access, and once found has very little remaining save some light colored soil from the dump that has been eroded and washed down toward and over the cliffs below. Also shown on these maps, northeast of the Samson mine and on the east side of the ridge, is an unidentified mining shaft. Actually, this was not a shaft, but a tunnel known as the Saint Louis Tunnel, whose intent was to exploit the Samson mine at somewhat greater depth and from a point of easier access. The man behind both the mine and tunnel was Henry F. Samson, one of the very early miners in the Big Cottonwood Mining District.

A native of New York State, Samson traveled to California by way of the Panama Isthmus in the early 1860s. He worked his way across California and Nevada and, in the company of fellow miner S. M. Hammond, appeared in Big Cottonwood Canyon in the

spring of 1871, where the two men prospected for mining promoters Joseph W. Meeks and Richard R. Hawkins. In this capacity they recorded the Provo claim at Carbonate Pass, south of Kessler Peak, and did most of the development at that site. In fact, Samson acted as Supervisor of that mine until the venture failed. Samson then went off on his own and started working his own claim, which he named after himself: the H. F. Samson Mine. Why he picked such an inaccessible location for his claim could be questioned, but at that time the Reed and Benson mine was very much in the news for its shipment of rich ore. As a result the immediate area became a hotbed of activity. Perhaps Samson was trying to tap some of that desirable ore without having to cope with the crowd. But isolation has its penalties. As the U.S. Deputy Surveyor noted when he later surveyed the claim, "It has not facilities for constructing a road without great expense ...," but did admit a trail connected it to Alta City. That would have been the Goodspeed trail from Central City plus Samson's own crude trail along the ridge to his mine.

To gain easier access and working conditions he went to the other side of the ridge and



Fig. 2. Site of the Samson Mine on the steep west slopes of the Reed and Benson ridge. Little remains except for light colored soil that has been washed down the slopes below.



Fig. 3. Remnants of Samson's cabin on top of the Reed and Benson Ridge about five or six hundred feet south of the mine.

established a tunnel site. When he found investors in Saint Louis, he named the tunnel after that city. The initial infusion of capital allowed him to drive the tunnel toward the shaft at his claim and to build a trail to the tunnel site from the Days Fork road nearly one thousand feet below. It was later described as "a rather steep but entirely practicable trail [that] leads about one mile to the mouth of the tunnel." This work continued for several years, but the contract with the Saint Louis investors went into default and they never received title to the properties. Meanwhile, Samson went over to Alta to take charge of the Toledo and Fuller mines, while the St. Louis tunnel became idle.

In 1890 new life was injected into the Samson mine and St. Louis tunnel when Samson and a group of Salt Lake businessmen formed the Stanley Mining Company to exploit the property. But a weakening market for ores and the difficulty of hauling them down from the tunnel kept this company from doing much serious mining. And so the Samson Mine and St. Louis tunnel languished with the rest of the Wasatch mountain mines through the doldrum years of the last decade of the nineteenth century. During that time and the years that followed Samson worked at a number of mines in Bingham and the West Mountain Mining District in various capacities.

In 1915 the dormant Stanley Mining Company was revived with a new board of directors and Henry F. Samson as its president. At a special meeting the board resolved to dispose of the mine properties and wind up the affairs of the company. The mine and tunnel were sold to an intermediary who soon thereafter deeded the properties to Samson. This was a time when the Cardiff Mining and Milling Company was very much in the news with spectacular strikes in its new 600 level tunnel, located almost immediately below the Samson shaft. It must have been obvious to Samson that his property would become important to the Cardiff company's future plans and operations. And so it was. Within a year after the mine came back into his hands he sold it to the Cardiff company for the sum of \$2500, thereby ending his forty-three year association with it.

During the last decade of the nineteenth century Samson's home on Fourth East Street in Salt Lake City was teeming with family life. In addition to his wife, his widowed stepdaughter and her three children were sharing the home. Then in July 1899 his wife Julia died, but the rest of the family was still there. In 1912 his grandson was killed in an accident and the other grandchildren were off into their own lives, leaving the home decidedly empty. When his stepdaughter remarried in late 1914 or 1915 and moved to Idaho, he was left alone. This was the time when he reorganized and closed the Stanley Mining Company, and then sold the Samson mine to the Cardiff company. Soon thereafter he also sold his home and moved to Idaho to live with his stepdaughter. He remained there for more than a decade before he died in February 1932 at an age of 92 years. It was claimed that he was at that time the oldest man in Cassia County, Idaho.

The St. Louis tunnel site still remains, with a pile of rails stacked on the dump, but little else in the way of artifacts. The trail to the tunnel could be followed ten years ago, but today can no longer be found. Nature has recovered what once was Hers.



Fig. 4. Hikers sitting on the pile of rails on the dump at the St. Louis tunnel. The tunnel is, in Samson's words, "at the base of a perpendicular bluff" on the east side of the Reed and Benson Ridge above Days Fork.

FAINT TRAILS IN THE WASATCH

29. J. B. Hartzog

In a previous Faint Trails episode – #13, Big Beacon – mention was made of an interesting artifact on the crest of the Red Butte ridge, graffiti from more than a century ago. It was an inscription “J B Hartzog 1890” on a slab of sandstone.

That inscription has intrigued me ever since I first saw it many years ago. I could run my finger over the engraved letters and reach back over the years to feel the same indentations in the stone that Hartzog felt after he carved his name back in 1890. I wondered about him, and why he was there, and where he went after he left his name behind. I felt a kinship with him, however faint, sitting there where he once sat and feeling the warmth of the sun on my back, just as he did so many years ago. Since that time I have never hiked any part of the Red Butte or Big Beacon peak without making a detour to visit the J. B. Hartzog inscription. And now, after all these years of wondering, I know who he was and can share that with you, the reader. CLK.



The J. B. Hartzog inscription is on a sandstone slab at the very crest of the Red Butte. The north slopes of Red Butte Canyon are seen in the upper half of the photo. The inscription was enhanced in this digital image.

Joshua Byron Hartzog was twenty-four years old when he climbed to the top of the Red Butte and carved his name in the sandstone slab. He was a private in Company E of the First U.S. Artillery, stationed at Fort Douglas during the summer of 1890. He came from Washington Township, Paulding County, Ohio, where he enlisted in the Fifth Artillery on 22 May 1889. A year later he had moved to the First Artillery and on 10 May 1890 arrived at Fort Douglas. What his duties were there is not known, but he obviously had time to spend in the mountains looming above the military post. Perhaps he was intrigued by their lofty slopes, the likes of which he had never seen in Ohio. And perhaps that is why he chose this particular slab of sandstone, for over the edge above his name is a precipitous 1200 foot drop to the bottom of Red Butte canyon. Impressive today and certainly impressive to him then. And from this vantage point he had a splendid view of the Fort directly below, the city and the entire Salt Lake Valley. Pretty nice for a young man from Ohio.

But his time to enjoy the mountains was limited, because on 10 September of that same year his company moved out, heading for South Dakota where it joined the 7th Cavalry. Together, at Wounded Knee Creek, they entered the annals of history in the last major encounter of the nineteenth century Indian Wars. In the morning of 29 December 1890, when soldiers entered the Indian camp to demand the surrender of arms, a minor scuffle escalated into a deadly conflict, one that became a massacre. When it ended at least 150 Indians were killed and another 50 wounded, while other accounts claim over 300 were killed. The army casualties were 25 killed and 39 wounded, many of them due to friendly fire. During the brief conflict Artillery Lt. Hawthorne was injured and fell in an exposed location. Private Hartzog ran out and carried him back to safety. For this brief act of courage Hartzog was recommended to receive the Medal of Honor, later known as the Congressional Medal of Honor, which he did receive on 24 March 1891.



The Red Butte as seen from the slopes of Big Beacon with Fort Douglas below and the city beyond. The Hartzog inscription is near the far end of the Red Butte ridge.

It must be noted that in the nineteenth century Medals of Honor were awarded in a less methodical manner than found during later wars. At least twenty were awarded to participants of that single action at Wounded Knee Creek and a total of 426 during the period of the Indian Campaigns, 1861 to 1898. Over the years there were a number of attempts to have some of the medals withdrawn, especially those awarded for the Wounded Knee campaign. After the 100th anniversary of that massacre an e-mail campaign was initiated to force the rescindment of the “Medals of dis-Honor” awarded for the massacre. However the army’s response was that the awards were made for individual acts of courage that had nothing to do with the overall military strategy, and the Medals of Honor were thereby deserved.

Joshua B. Hartzog was discharged from the army at Fort Sheridan, Illinois, on 21 July 1892, at which time he held the rank of Corporal. His activities in civilian life are obscure. It is known that he served in the World’s



Fair Exposition police force at Chicago in 1893, and in July 1894 was married in his home state of Ohio. Some time during the next four years he moved to Alabama, and much later relocated to White County, Arkansas, where he spent the rest of his life. He died on 27 May 1939 at an age of 73 and was buried in Gum Springs Cemetery near Searcy, Arkansas.

C. Gregory Crampton, late professor of history at the University of Utah, during a presentation about his study of historical sites in Glen Canyon before the closing of the Glen Canyon dam, made the comment that yesterday’s vandalism, in this case graffiti, becomes today’s historical artifact. That certainly is the case with the J. B. Hartzog inscription on the Red Butte. Although it is beginning to show the effects of over hundred years of weathering it is truly an artifact, a

reminder of a young Fort Douglas soldier who later was awarded the Medal of Honor before drifting off into obscurity.

FAINT TRAILS IN THE WASATCH

30. Heughs Canyon

Heughs Canyon drains a small portion of the west slopes of the Wasatch mountains about 1.3 miles north of Big Cottonwood Canyon. Having a drainage area of only 1.9 square miles, it is not an important source of water for Salt Lake Valley users. It does, however, hold a place on the list of unanswered questions about the Wasatch, for thus far the source of its name remains unknown. What is known is that its original name was Hughes Canyon. That name was used as early as 1871 in mining claims and continued to be used at least until 1950. The first use of the unusual spelling was on a Salt Lake County map dated 1 August 1908. The Heughs

spelling has been found in recorder's files numerous times when the scribe spelled Hughes phonetically, and sometimes used both spellings interchangeably in the same document.

Although several mining claims were made in Hughes Canyon in the 1870s and 1880s, nothing of consequence happened there until the end of the nineteenth century. Then two activities took place, irrigation and mining, that finally merged in a curious way. It began when William A. Green bought eighty acres of land he was farming directly below the mouth

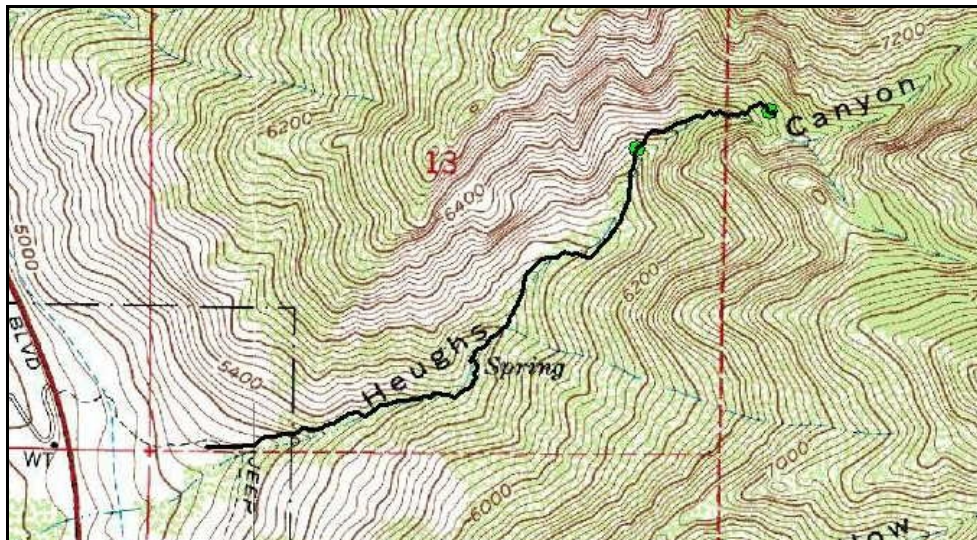


Fig. 1. This map, from the 1955 USGS Dromedary Peak quadrangle, shows Heughs Canyon and its trail as far as the second or upper boulder field. The homes and streets in the Canyon Cove subdivision do not appear since they postdate the map. The two dark circles on the trail in the upper right indicate the locations of the first and second boulder fields.

of the canyon and was trying to raise crops and a fruit orchard. To that end he used Hughes Canyon water for irrigation purposes, diverting it from the stream at the mouth of the canyon and carrying it to his land through a ditch. He formalized that use by filing a water claim on the last day of 1899. The following year he filed another water claim to use water directly from two springs in the canyon, which he named Green's Springs.

Mining reappeared in the canyon in 1902 when David A. Buck and his wife Clara each filed a claim, followed by four more in the next two years. They were named Evergreen, St. Patrick, Revelation, Surprise, Hidden Treasure and Farmer, in that order going up the canyon, and were treated as the St. Patrick group of claims. Buck was not a miner; at the time he filed these claims he was an engineer at the Utah Copper Company, so he had some familiarity with the mining business. In 1906 he formed the St. Patrick Mining and Milling Company and transferred all his claims into it.

In 1907 another group of men entered the canyon and filed four claims. They formed the Silver Cliff Mining Company and transferred their claims into it. This was a curious group of mining entrepreneurs: two were assayers who surely had some knowledge of the mining business, but two others were motormen for the Salt Lake City street railway system and a fifth member was a farmer whose only link to mining was being the brother-in-law of one of the assayers. In spite of the formality of filing claims and forming a corporation, the Silver Cliff Mining Company vanished after doing the first year's assessment work. Nothing remains to be seen of their meager efforts.

In 1911 William Green died, leaving his widow to run the farm for two years before she sold it. The purchasers filed an application for Appropriation of Water based on Green's first water claim. But they struggled for nearly a decade trying to develop their appropriation to provide enough water for the farm's needs. Then they sold the land to Herbert S. Auerbach, president and manager of the Auerbach Company in Salt Lake City. Auerbach was a man of many talents and accomplishments, including a degree in electro-metallurgy from the Columbia University School of Mines and several years' experience in mines in Colorado and Idaho. His approach to solving the farm's water problem was to have a tunnel driven toward the canyon from the upper end of his land. When the tunnel reached the St. Patrick mining claims he negotiated an agreement to allow him to go under the claims in return for allowing David Buck to use and extend the tunnel for mining purposes. In the years following this agreement much of the work on the St. Patrick group of claims was done through the

“Auerbach Drain Tunnel.” Then in 1929 David Buck died. His widow and the one surviving director of the mining company arranged to have assessment work done through a man named Frank H. Sorensen, an employee and factotum of Herbert Auerbach. He was a department manager at the big store downtown and handled many of Auerbach’s outside interests and activities. Sorensen had the assessment work done, but when the payment was not forthcoming he sued the St. Patrick Mining Company and ended up with possession of the mining claims. He immediately had them surveyed and applied for patent. When the patent was issued Sorensen’s work was done and he turned the properties over to Auerbach. There is no evidence of any further mining being done in the canyon after this time.

Meanwhile, when the mining properties were falling under his control Auerbach filed another application and received a Certificate of Appropriation for the waters issuing from the Hughes Canyon springs, the ones formerly known as Green’s Springs. The water was to be brought down from the springs in a 4-1/2 inch pipe and discharged into a concrete collecting basin, joining water from the tunnel before going down to his farm. The water continued to be used for irrigation at the Auerbach Meadowbrook Farms for many years until progress changed the sylvan character of the countryside to one of suburbia.

Today the Heughs Canyon trail is especially popular for spring and fall hiking. If one is observant much evidence of and artifacts from past activities can be seen. As one enters the canyon by way of the trail from the end of Berghalde Lane the waste dump from the Auerbach tunnel appears on the right hand side, a long mound of dark colored dirt and rock. The tunnel itself cannot be seen. Originally the stream was flowing on the other side of the canyon, south of the portal of the tunnel. Going up canyon the two ran parallel, then the tunnel passed under the stream bed. In later years, when the tunnel was no longer maintained, it collapsed and the stream started flowing down the resulting depression. Gradually it eroded the deep channel we see today.



Fig. 2. As the trail enters Heughs Canyon the dump from the Auerbach tunnel appears on the right (south) side.



Fig. 3. An Overflow Manhole, once closed by a wooden cover, is at the trail side, posing a threat to the unwary hiker.

Just above the dump and across the deep stream channel there are blocks of concrete that are remnants of the diversion weir and intake to capture water from the stream. In that same area, where the trail jogs to the north a few feet there is an open concrete pit that was an overflow manhole, once closed with a wooden cover, now an open danger to the unwary hiker. Farther up the trail the 4-1/2 inch pipe can be seen going as far as the springs. The springs themselves are not too obvious, being hidden behind and under all the undergrowth. But late in the year one can notice a point where the quantity of water flowing down the stream changes markedly. At that point, with a little bushwacking, the springs can be found.

Also, it is likely the early trails did not extend beyond the lower boulder field, shown on the accompanying map, and certainly not past the upper boulder field, since neither mining claims nor irrigation facilities extended that far up the canyon. In recent years the Heughs Canyon trail has been used to access the ridge at the head of the canyon as an alternate, albeit strenuous, route to Mount Olympus, thereby creating a trail that never existed before.

It should be noted that the trail that can be followed today is not necessarily the trail that was used in years past. A map drawn as recently as 1989 shows the trail crossing the stream several times, whereas the trail today stays on the north side of the