

FAINT TRAILS IN THE WASATCH

51. Alexander Fork – Parleys Canyon

Alexander Fork is located north of Parleys Creek and east of Mountain Dell reservoir in Parleys Canyon. It drains into Parleys Creek on the northeast side of the Mountain Dell golf course. As a result the fork is some distance from the heavily traveled I-80, placing it well out of sight. But it was not always that way. The original road in Parleys Canyon ran along the canyon's creek and went past the confluence of the two watercourses. The origin of the Alexander name is not known, but it was in use in the very early years of settlement in the Salt Lake Valley. An early reference to it was found in a journal kept by Lorenzo Brown who wrote "... started for wood & went to the spring in Alexander kanyon over the mountain." This was on the 9th of August 1858, only eleven years after the first pioneers entered the Salt Lake Valley, at a time when city residents traveled long distances to find wood for fuel and poles for fences.

Today Alexander Fork is accessed by a road that runs along the north side of Parleys Creek, starting at State Highway U-65 and continuing for about eight-tenths of a mile before reaching the fork, where the road ends and a trail continues. Beyond this point there is high ground between the trail and the Interstate highway off to the south, so all traffic noise is left behind. Easy access and gentle grades make this road and trail attractive for summer hikers and winter skiers and snowshoers.

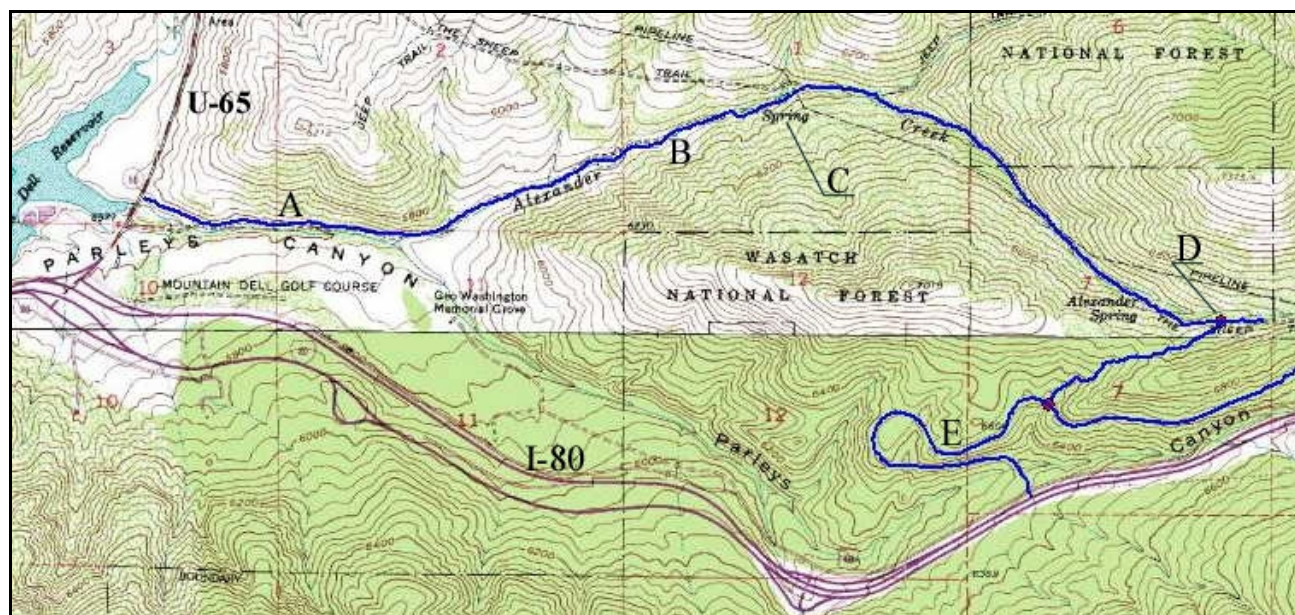


Fig. 1. Interstate I-80 runs across the lower half of this portion of the 1975 USGS topo map, with the East Canyon interchange at the left, Lambs Canyon interchange at the bottom. The road (A) to Alexander Fork starts at State Highway U-65 at the left. Alexander Fork joins Parleys Creek just above the "O" in the Parleys Canyon legend; beyond that point the fork has only a trail (B), that meets the sheep trail and pipeline route at the lower Alexander Spring (C). Point D has been called Rogers Junction, where a trail described in the text runs over "Rogers Saddle" to join the Parleys Canyon Rail Trail (E).

Alexander Fork has two springs worthy of mention, both indicated on the map in Figure 1. It is not known which one Lorenzo Brown referred to in his 1858 journal, but the lower one is found about two miles from the U-65 highway. At that spring the trail changes character as a result of two developments over the past century. The first began in 1888 when Salt Lake City reached out to Parleys Canyon for an additional supply of culinary water. In the years 1890 to 1893 a water plant was constructed at Sentinel Rock at the mouth of the canyon to divert water into a conduit that carried it into the city. The installation included a large screening and settling tank to remove debris and sediment, but there was no provision for other treatment of the water. At that time Parleys Canyon, narrow though it was, harbored a multitude of camp sites, homes and small farms, all with their attendant livestock. In addition, all traffic through the canyon used animals, this being before the introduction of motor vehicles. It was not long before the city fathers were forced to address the matter of water pollution, and began buying property and closing campsites and corrals along the stream. Then the semiannual drive of livestock from summer to winter pastures and back again had to be addressed. The herds of sheep, with thousands of the animals going through the canyon, were a serious source of water pollution.

As early as 1894 the solution to this problem was to provide a trail that, from Parleys Summit, left Parleys Creek and crossed over to the upper part of Alexander Fork. There it followed the fork to the lower spring, where

it took a path along the hillside toward Big Mountain, crossed Mountain Dell and Little Mountain to continue its way into the Salt Lake Valley by way of Emigration Canyon. This trail was prepared under the direction of the superintendent of the Irrigation Department and once in use greatly increased the purity of Parleys Canyon water. It continued to be used into the mid-twentieth century and, as might be expected, changed the character of Alexander Fork above the lower spring.

About the time the sheep trail ceased to be used the petroleum industry moved in and followed the trail's route for underground pipelines. The right of way was cleared to a considerable width and after the pipes were buried the surface was leveled and seeded such that today it appears as an incredibly long golf fairway, running all the way from the lower Alexander Spring to Parleys Summit.

An interesting little used and somewhat faint trail joins the sheep trail at a point about 3.6 miles from the highway U-65. It runs in a southwesterly direction, over the low ridge between Alexander Fork and Parleys Canyon, then drops down to join the Parleys Canyon Rail Trail, its length being only six-tenths of a mile. This trail is fairly new, dating back to 1989; it was blazed through the efforts of the Wasatch 100 race committee. As a result of a realignment of another part of the race course they found it necessary to change the route between Big Mountain and Lambs Canyon to keep the overall length at 100 miles. In the company of a Forest Service representative they scouted several possible routes, each requiring a new trail; the only one acceptable was the relatively short one described here. And so it came into being. On the Wasatch 100 Trail Maps the northeast end of this trail, where it meets the sheep trail, is called Rogers Trail Junction, Mile 50.08, named after the man from the Forest Service on that July 1989 scouting trip. The pass over the ridge has been called Rogers Saddle, although that name does not appear on their trail map or in their course directions.

The Parleys Canyon Rail Trail was described in previous episodes of the Faint Trails series. By joining it with the Rogers Trail and Alexander Fork, one can take a fairly easy five and one-half mile tramp, although it does require a car shuttle of about four to five miles. If it is done by starting on the Rail Trail and ending at U-65, the elevation gain is only 500 feet. The junction of the Rogers Trail with the Rail Trail, at the east end of the

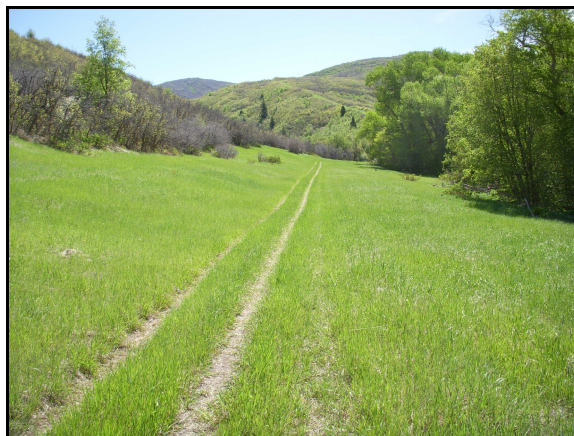


Fig. 2. This is a view looking northwest, down the pipeline route, formerly the sheep trail. Alexander spring is farther down the slope.



Fig. 3. An abandoned stone and concrete bridge of the early Parleys Canyon highway remains about a fifth of a mile east of State Highway U-65. The two summits on the skyline are on the ridge between Parleys and Emigration Canyons.

creek on a stone and concrete bridge, this being about a fifth of a mile east of the U-65 highway. The bridge still remains, as well as the graveled road that crosses it and climbs the gentle grade on the other side. After the Mountain Dell dam was built in 1916, the road skirted the reservoir and dam before continuing down the canyon. In later years, about 1926, the Parleys Canyon road was moved to the south slope of the canyon and this bridge was abandoned.

fourth big fill on the latter trail, is fairly easy to find, while the junction at the northeast end is not as obvious. Going in this direction there can be no question about when the broad sheep trail is reached. Heading in a westerly direction on its gently undulating course is very unlike hiking the more rugged slopes in the canyons to the south. While markers along the trail attest to the fact that a pipeline runs underneath, there is ample evidence to indicate that other pipelines run along slopes on either side. But they all converge as the trail drops down to the lower spring. There they, and the original sheep trail, head up the slope toward the west while Alexander fork turns toward the southwest. The broad trail that exists above this point now turns into a footpath, but one that is easily followed. About halfway between the spring and the mouth of the fork there is a large pond that often attracts a variety of waterfowl.

When the present road into Alexander Fork is reached, it follows the general line of the original Parleys Canyon highway, although not much evidence of that former road can be seen until it turned and crossed the

FAINT TRAILS IN THE WASATCH

52. Maxfield Bridge

The aging bridge over Big Cottonwood Creek above the Storm Mountain picnic ground is being replaced by a new structure in 2011. As part of its project definition and description the Utah Department of Transportation (UDOT) has chosen to use the name Maxfield Bridge, and so it will be used here. While UDOT does not justify its choice of the name, it probably comes from the fact that the land surrounding the bridge was part of a patent obtained by R. D. Maxfield in 1908, and the once well known Maxfield Lodge was a very short distance upstream. Since the bridge and the road running over it has a significant and interesting history, this is a good time to look back at past events.

The very early road going up the canyon entered the gorge below Stairs Gulch and crossed to the south side of Big Cottonwood Creek before climbing the steep south slope to cross the Stairs Gulch stream, then turning across the relatively level area where the Storm Mountain picnic ground is found today. This was before the Storm Mountain reservoir was created, so the road crossed the stream again on Mill C Flat to continue up the canyon on the north side. The flat, named after the sawmill that was located there in the mid-1860s, was a good place for the teamsters to stop and allow their animals to recruit after climbing the heavy grade. Then came Robert M. Jones, who proposed building the Stairs Power Plant, a hydro electric installation that required a supply of water from an elevation greater than that of the plant. What better place to put the reservoir than on Mill C Flat where Nature already provided high walls on three sides. All he needed to do was build a dam across the fourth side. However, that would block passage up and down the canyon, so the County Court refused to give him permission to build the dam until he provided an alternate route for the road. He did this by constructing a dugway that

climbed steeply toward the high rocky ridge that extended out onto the flat and would serve as one end of the dam. However, the ridge was so high that he had to blast



Fig. 1. Mill C Flat with the Big Cottonwood Canyon road coming up out of the gorge at Stairs Gulch and crossing the stream on an early bridge. Storm Mountain is in the left background. This is a Timothy O'Sullivan photograph taken in 1869 while on the King Expedition. (Library of Congress photo)



Fig. 2. Here is the bridge as it appeared in 1910. The automobile, a Thomas Touring car, has come down off Jones' Hump and is heading up the canyon. (Utah Historical Society photo)

a cut through it to carry the road to the other side. There it descended rapidly to the level of the canyon stream, which it crossed on a bridge Jones had to build. As a condition for the county to approve his new roadway, he was obligated to maintain the bridge for a number of years. This new roadway did not please the teamsters who had to contend with a much longer grade, which they began to call Jones' Hump. They complained that they would have to reduce their loads, and even then it would be hard on their animals. But like it or not, the new road was placed into service and they had to put up with it for many years, from 1895 until 1916. In the early years of the twentieth century, when motor vehicles began using the road, the very narrow cut at the top of the hump became a favorite place to stop and take photographs.

In 1905, to satisfy its ever-increasing need for culinary water, Salt Lake City reached out to the Big Cottonwood Canyon stream. It began buying water rights and built a diversion dam and a conduit to carry the water to the city. Once the water was flowing the next concern was to maintain its purity. At first attention was directed to picnic and camp sites as well as cabins along the stream. But then in 1915 a new

threat appeared. When the Cardiff Mining & Milling Company in Mill D South Fork began massive shipments of ore from the recent strike in its mine, it had forty-five four-horse teams traveling up and down the canyon road in June, increasing to seventy teams by the end of the season. Recognizing the problem, Ezra Thompson, president of the Cardiff mining company, made a proposition to start using tractors and trailers to haul ore out of the canyon, with the proviso that the road be widened and graded to make the plan feasible. In 1916 an



Fig. 3. Undated photograph at the site of the Maxfield Bridge. The bus, from the Bingham Stage Lines Company, is a 1927 Studebaker, so it is likely the photo was taken in the late 1920s. The bridge is the one built in 1916 when the road was realigned to avoid Jones' Hump. (Utah Historical Society photo)

agreement was reached between Salt Lake City, Salt Lake County, and the Cardiff and Maxfield mining companies, whereas each would contribute to the cost of improving the canyon road. As part of that effort bridges were to be strengthened or rebuilt, and the road was to be realigned to do away with Jones' Hump. At first it was proposed to tunnel through the ridge, but that idea was rejected and it was decided to make a deep cut instead. This lowered the level of the road to what we see today. The old bridge, presumably the one put in by Jones in the mid-1890s, was replaced with one that could withstand the greater weight of motor tractors and trailers that were to be used to haul ore from the mines. The work was completed to allow some traffic to move by the third week of July, but it was nearly another week before the ore trains could pass through. The first attempt was made using large tracked vehicles - they called them caterpillar tractors even though they were not built by the Caterpillar company - supposed to be capable of pulling a train of twelve trailers, each carrying five tons of ore. But they did not live up to their promise. They proved hard to control on the steep

grades, and had to limit their load to six trailers carrying five tons each. With their large size on the narrow roads, they drew the ire of canyon travelers who complained the tractors dominated the road and created great amounts of dust. They were replaced by more conventional trucks pulling two trailers, that were easily passed by automobiles on the canyon road.

In 1934 a new bridge was constructed at the same site. It was wider and a little longer than the one that had served for eighteen years. The abutments and sills for the earlier bridge remained in place to be seen by anyone who looked under the new one. This bridge has served the public for over seventy five years, a much longer period than its predecessor. But that early bridge suffered much use and abuse with the heavily loaded tractor trains or trucks and trailers passing over it and around the sharp curve at its lower side.

Some of what has been mentioned can be observed today. A portion of the early road that went into the gorge below Stairs Gulch remains and can be followed as far as the site of the stream crossing, where the old bridge abutments remain. Beyond that point the road disappears under the embankment for the present highway. This early road leaves the east side of the present highway below the bridge that crosses Big Cottonwood Creek immediately above the Stairs Power Plant..

The road that was known as Jones' Hump leaves the present highway directly across from the entrance to Storm Mountain picnic ground. Large boulders are in place to prevent vehicles from using it, but it can be followed on foot. It climbs and turns toward the ridge that hosted the narrow cut, but then disappears at the large borrow pit that is often used as a parking area. The narrow cut through the ridge has disappeared, probably as a result of all the blasting to make the lower cut in 1916, or during subsequent years when the cut was widened.

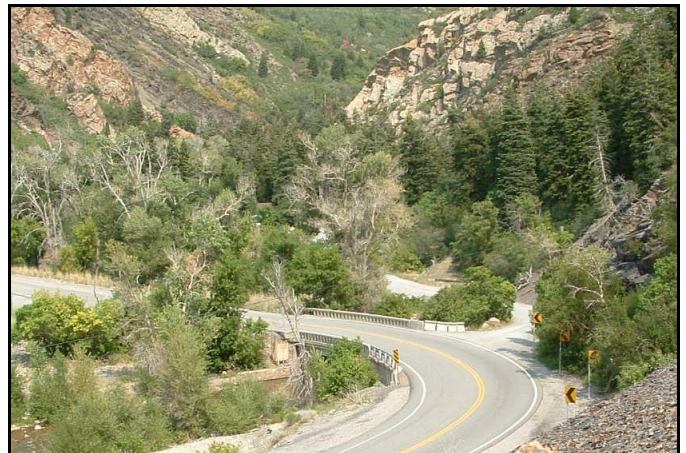


Fig. 4. The Maxfield Bridge as it appeared in 2006.

FAINT TRAILS IN THE WASATCH

53. Mount Evergreen

Of all the peaks surrounding Brighton, one that draws much attention from visitors is Mount Evergreen, rising as it does immediately above Silver Lake. With the many conifers growing on its flanks, it seems appropriately named, but its name did not come from the trees. Instead, it was taken from a mine, as was the case with many names in the Wasatch mountains. The Evergreen mining claim was one of the oldest in Big Cottonwood Canyon. In fact it was only the second claim to be recorded, on the fourth of June, 1870, in the newly founded Big Cottonwood Mining District. Initially there were fifteen names on the claim notice, later reduced to fourteen. But of these only three have been identified as miners. Most of the rest were either farmers or laborers.

The Evergreen Lode was presumed to follow the northwest ridge of Mount Evergreen, so the claim went up the northwest slope for two thousand feet, then down the other side for one thousand feet, almost to the Twin Lakes. The discovery shaft was located near the middle of the claim, high on the ridge, not far from the summit. With this precipitous location and the majority of the participants without mining experience, it is surprising that anything was accomplished. But a few of them persevered and did their best to make a mine out of their claim. By the following spring it was reported that \$1,000 worth of work had been done and an assay return on the ore was favorable. This drew attention to the claim and small segments of it exchanged hands frequently, involving some people who probably had been better advised to keep their money in their pockets and stay away from mining ventures. This was borne out in 1874 when The Evergreen Consolidated Mining & Tunnel Company was incorporated. The former owners' bits and pieces of the claim were exchanged for stock in the new company. Then, to finance further development, the company levied assessments upon the stock. If a stockholder failed to pay the assessment, his stock was sold at public auction. Thus many of the former owners were replaced by men of better means who recognized a potentially promising property. At the end of 1879 the company was reorganized as the Old Evergreen Mining & Tunnel Company, which took over the Evergreen and the adjacent New York mines. It was made up of new people; none of the original participants from the early



Fig. 1. Mount Evergreen and Silver Lake (Brett Smith photo)

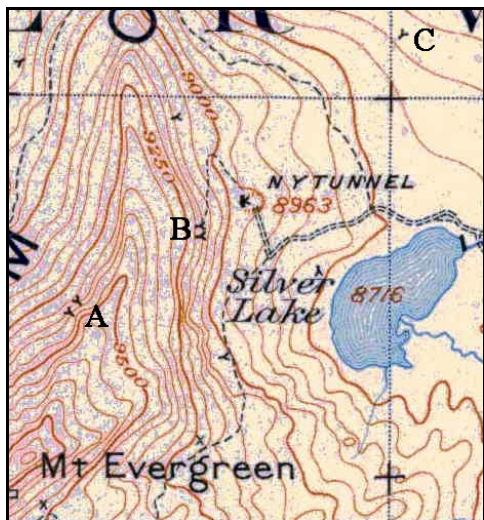


Fig. 2. This segment of a 1907 USGS map shows the New York tunnel with its access road, the Evergreen discovery and workings at A, the New York discovery and workings at B, and the Timberline tunnel at C.

1870s remained in any official capacity. The secretary of the new company was Henry G. McMillan, the clerk of the Third District Court who was well known in the Salt Lake legal, business and mining communities. In 1894 he left the court and went into business with Jacob E. Bamberger as Bamberger and McMillan, Mining Brokers, thereby placing him ever closer to the mining community. He would emerge as the driving force behind the Evergreen company and mine for several decades to come.

The mines were worked the following summer and sporadically for several years after that, still through the workings high on the ridge of Mount Evergreen, but then the company entered more than a decade of idleness during the period of mining doldrums when little work was going on anywhere.

In the early years of the twentieth century the mining industry revived and the Evergreen came alive again. This time the activity was concentrated at a new, more accessible location, where work began in the fall of 1901 on what would be known as the New York tunnel, it being located on the New York claim. By the end of the following year the tunnel had been driven 550 feet and a road had been built from the mine to the old Brighton-Alta road on the west side of Silver Lake. The latter road was improved to its connection with the Big Cottonwood Canyon road near the Brighton Hotel. Since the new tunnel had the potential of developing much more territory than covered by the original two claims, the company filed additional

claims over the years that followed until it held a total of twelve, encompassing most of Mount Evergreen. In 1906 the company took steps to explore its property at greater depth. This was done by moving down the slope over a quarter mile to the abandoned Timberline claim where an exploratory tunnel had been run several years before. That tunnel was extended, with the work continuing for at least a decade, but then the Old Evergreen company sank into an inactive state, probably because its manager, McMillan, became involved in many other mining companies. In 1917 the company offered to sell the heavy flow of water from the Timberline tunnel to Salt Lake City, but that water was already flowing down the canyon to the city's diversion dam, so the offer was rejected. Two months later the company's legal counsel presented the city with a request for it to remove its reservoir from one of the company's mining claims. The reservoir in question was that impounded by the recently built Twin Lakes dam, whose northern end and a portion of the reservoir was on the company's George mining claim. When the request received no response, the company offered to sell the affected land for \$25,000, later reduced to \$8,000. The city then offered \$150. After some negotiations the matter was settled in July 1919 for the sum of \$183.50. This was the last recorded activity of the Old Evergreen Mining & Tunnel Company, at least for another ten years. At the end of 1929, less than four months after Henry McMillan's death, five men, three of them from the McMillan family, formed the Evergreen Mining Company and transferred all Evergreen properties into it. There may have been an intent to resume mining, but with the country entering the great depression it was a bad time to be starting a new company and nothing was ever done again in the Evergreen mine.



Fig. 3. The miner's cabin at the Timberline tunnel as it appeared in 1958. (J. Dalgleish photo)



Fig. 4. This photograph, circa 1916, shows the Twin Lakes trail climbing to the left on the other side of Silver Lake. The mine dump and buildings at the New York tunnel can be seen at the upper center, with the road to the mine climbing to the right from the Twin Lakes trail. The old Brighton Hotel can be seen at the lower right corner. (USGS photo)

Today the dump from the New York tunnel can be seen looming above the Sol/Bright trail. The road to the New York tunnel heads in a northwesterly direction about 1000 feet up the Twin Lakes trail, visible early in the summer before the vegetation grows too high. The Timberline tunnel now provides culinary water for the Lady of the Lake and Evergreen summer cabin complexes and is generally known as the Evergreen Drain Tunnel, although there is no evidence that the mining company ever used that name. The original workings on both the Evergreen and New York claims can be seen, although Nature has had well over a century to reclaim them. The Evergreen's two shallow prospects are found about 700 and 1000 feet down the north ridge from the summit of Mount Evergreen. The two New York prospects are on the steep east side of the ridge only 360 feet above the New York dump. They are more recognizable than the Evergreen prospects, but are more difficult of access.

FAINT TRAILS IN THE WASATCH

54. Brighton: Silver Lake - Twin Lakes Trail

While this very popular route can hardly be considered a Faint Trail, it does have a great deal of history behind it, and may well be the oldest trail in the area. To explore its origin we have to step back to the year 1856. That was a time when the Big Cottonwood Lumber Company had complete control of the Big Cottonwood Canyon and was locating, building and operating sawmills to exploit the extensive stands of timber. Frederick Kesler, the millwright responsible for locating and building the mills, was exploring the upper canyon for his next mill - Mill E - when he discovered a lake nestled in a bowl surrounded by mountain peaks. This, of course, was what is known as Silver Lake today. When Brigham Young visited the lake he immediately ordered a road built to it from the uppermost mill, Mill D, and made plans for a Pic-Nic party to be held on the twenty-fourth of July, the ninth anniversary of the entry of the pioneers into the Salt Lake Valley. The new road was heavily used during that event, and again for a similar event one year later. But it was the property of the lumber company and except for these two unique events, was used only for its access to its newest mill.

Mill E was on Big Cottonwood Creek about a half mile downstream from the Brighton we know today. While nothing remains of the mill, its location was just below the road that provides access to Camp Tuttle, the Episcopal camp whose sign can be seen along the Big Cottonwood highway below Brighton. That road crosses the creek at the upper end of the pond that impounded the water used to run the mill. The earthen dam that created the millpond has been breached, but both ends of the structure remain to be seen today.



Fig. 1. The tracks shown on this 1975 vintage topo map include the ever popular Twin Lakes trail, the Lake Solitude trail at the top, and the trail to the Brighton visitor's center to the right of Silver Lake as they appear today. Also shown is the supposed route of the original logging trail to Mill E at the upper right hand corner of the map and the stub road going up to the New York tunnel, as explained in the text.

around the northeast end of Silver Lake and to Lake Solitude surely dates from that time. Those traveling to Alta took the logging road to and around the Twin Lakes, then followed a trail that climbed steeply up the slope to Twin Lakes Pass. After the mule tramway was completed between Wasatch and Alta, visitors to Brighton used it to travel to Alta, then continued on foot or horseback on the miner's trail and logging road to their destination, a difficult and harrowing trip for many. In the late 1870s, Daniel H. Brighton built a road from the Prince of Wales pump house in upper Grizzly Gulch to Twin Lakes Pass, then several years later continued it to traverse the slopes above the Twin Lakes until it joined the logging road below the lower lake. This allowed travelers to go between Alta and Brighton by wagon or carriage, making the trip more pleasant, albeit still arduous. Today's Twin Lakes Pass trail follows Daniel Brighton's road.

By the time the sawmill operations ceased, Brighton had become a center of summertime activities and existing trails were taken over by recreationists. The former logging road was as popular then as it is today, although the lower part going over to the mill site fell into disuse. In August 1882 a visitor at the Walker Brother's cabin at Silver Lake wrote, "Annie and a friend ... sauntered around the dugway trail, and at a short

Numerous trails and roads were forged during the following years to support the woodsmen's need to access timber reserves and bring logs down to the mill. While a number of these routes can be found today, usually indicated by U-shaped depressions created by dragging logs, most of them have been reclaimed by Nature or destroyed by the grooming of ski slopes. However, one significant trail remains. To exploit the timber found in the basin surrounding the Twin Lakes, a road was built going from the mill, running above the west side of Silver Lake to the lower of the two lakes. This road, as it appears today, is shown in Figure 1. The portion of the trail continuing northeast from its junction with the Lake Solitude trail is the supposed route of the original road to Mill E, shown in the upper right hand corner of the map. Today the road past Camp Tuttle and through the Evergreen summer cabin complex follows the general route of that old logging road.

In the 1870s William S. Brighton's cabin at Silver Lake became a popular resting spot for miners traveling between Park City and Alta, and into Mill F South Fork where there was considerable mining activity. The trail

distance above the lake in a grove of trees found a secluded place which afforded a most beautiful vista of the lake and surrounding scenery." Annie was J. R. Walker's daughter, the same one who gave her name to the Annie Tunnel in Honeycomb Fork. The "dugway trail" was the old logging road, then being used as the road to Alta. In the early years of the twentieth century motor vehicles came into use and visitors no longer traveled by way of Alta. The old logging road reverted to a trail for hikers going to the Twin Lakes and beyond.

The map in Figure 2 shows a structure between the two lakes. This was a cabin built by a miner named Robert Nelson. He worked in a number of different mines since the early 1870s and built this cabin where he spent much of his time during the summers. He was well known among early Brighton residents, and travelers often stopped at his cabin to rest during their journey from

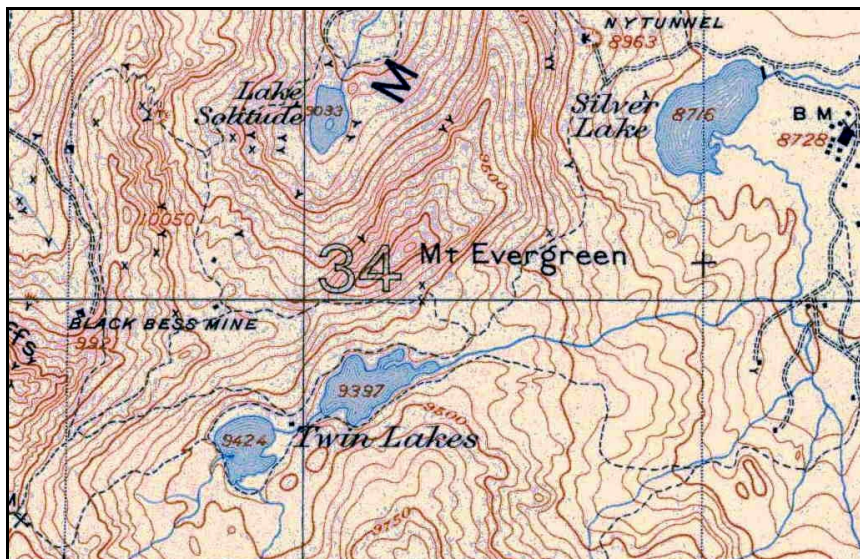


Fig. 2. This map shows the Twin Lakes trail as it existed in the 1903-05 time period, well before the Twin Lakes dam was constructed. The lower portion of the trail was being used as a road to and from the Old Evergreen Mining & Tunneling Company's New York tunnel. The miner's trail from the upper lake to Twin Lakes Pass, in the lower left corner of the map, is also shown.



Fig. 3. The Twin Lakes trail runs next to this mine dump on the Evergreen company's Silver Lake No.1 claim

a fairly steep and very rocky grade, where there is a dump above the trail. It is on the Silver Lake No.1 claim and is the result of a second tunnel run into the hill. The first is on the slope about 150 feet higher, but there is little evidence of it except for some slight remains of its small dump. It dates from the first decade of the twentieth century. The lower tunnel, the one next to the trail, was run after that time.

Another dump is seen above the north end of the Twin Lakes dam, with the Twin Lakes trail climbing around and above it. This was from a tunnel driven on the George claim. There was an earlier tunnel and a shaft on the claim as well. The shaft was close to the Twin Lakes Pass trail, about 150 feet above the tunnel, but can no longer be seen. The mining company once referred to it as an air shaft for the tunnel. The other, earlier tunnel is up in the cliffs to the north of the dam.

Alta to Brighton. Then at the end of 1890 he took a lease on the Prince of Wales mine and chose to work there through the entire winter. The following spring a party from Alta went up to check on him. They found his blacksmith shop had been swept away by an avalanche, but his cabin was intact. On the stove was a pot with meat in it as if he had been preparing his dinner. When he could not be found they concluded he had been swept away by the avalanche that destroyed the blacksmith shop. It was not until the Fourth of July that his badly disfigured body was found on the slopes below the mine.

Today the old logging road, further modified by the creation of a ski resort, is the ever popular Twin Lakes trail. The road to the New York mine, while becoming very faint, can be followed from the Twin Lakes trail to the mine, where the light colored dump looms high among the trees. Two other prominent workings from the Old Evergreen era are seen along the Twin Lakes trail. The first is found over halfway up to the dam, at the lower end of



Fig. 4. This mine dump on the George claim is above the west end of the Twin Lakes dam.

FAINT TRAILS IN THE WASATCH

55. Two Days Fork Mines

Days Fork hosts a fair number of mines, but only a few are well known today. Here are two of the lesser known mines that may be of interest to those visiting this area. They are the Victory Lode Mining Company's workings about halfway up the fork and the Gypsy Blair mine up near the head of the fork. The map in Figure 1 shows the upper part of Days Fork and its road to the Eclipse mine. The Victory Lode workings are at the top of the map, while the Gypsy Blair is located closer to the bottom. The Hirschman Dugway is where the road turns and climbs steeply toward the southwest, then south and east before returning to a more gentle grade and continuing up the fork. It was built about 1880 to allow heavy equipment, - boilers, hoists and pumps - to be hauled up to the Eclipse mine, and was named after Moses Hirschman, the mine's superintendent. Since the dugway is an easily recognized feature, it provides a good positional reference for the Victory Lode Mining Company's workings, which are only a short distance down canyon and easily overlooked.

The Victory Lode Mining Company was formed in September of 1911 by a group of Salt Lake City business men and a miner from Park City, Michael J. McGill, with nine claims extending from Days Fork over the top of the Reed and Benson Ridge into Mill D South Fork. In spite of his duties as manager of the New York Bonanza mine at Park City, McGill filed five of the company's claims alone and two more jointly with others who would become principals in the company. As soon as the company was incorporated work was started on a tunnel that was intended to develop all the company's properties. The first contract was to take it one hundred feet into the mountain, with good intentions of working through the winter. It is not likely that happened because the next season's work didn't begin until late July. Work continued over the next few years, with much of it being little more than required as assessments to hold the claims. Still, when the claims were finally surveyed for patent in the

Fig. 1. The upper half of Days Fork with the trail running as far as the Eclipse mine. Point A is the location of the Victory Lode Mining Company's cabin site, B is the dump at their collapsed tunnel. C is the Hirschman Dugway, mentioned in the accompanying text. D is the location of the Gypsy Blair shaft, while E is the dump at the Gypsy Blair tunnel.

fall of 1916, the tunnel had a considerable length of 435 feet. How much work was done after that time is not known; the company did levy stock assessments a number of times in the next ten years, but no other news was released regarding progress or shipments of ore. While the Victory Lode Mining Company never was a major player in the Wasatch mining scene it did leave a few small signs of its existence. About one and one-half miles up Days Fork from the Big Cottonwood highway there is a flat area on the west side of the trail that once held the company's 12 by 18 foot frame cabin. The mine workings are only five hundred feet up the slope in a southwesterly direction, but are totally hidden by the trees. There must have been a road or trail between the cabin and the mine, although there is no evidence of either today. As for artifacts, only the large dump remains, with rusted rails extending out from the collapsed tunnel, a mute testament to the mining venture that once took place there.

Farther up Days Fork, about 2.8 miles from the Big Cottonwood highway, the few remains of the Gypsy Blair mine can be found. A

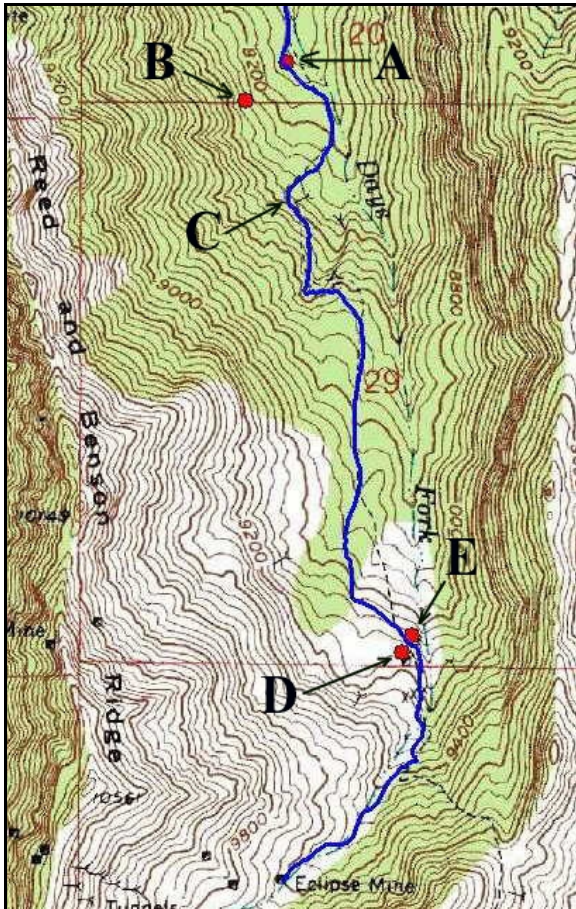


Fig. 2. The Victory Lode Mining Company's collapsed tunnel with rails extending out on the dump.

large dump is at the tunnel site between the trail and the creek, while an open shaft is on a flat above the road. It was at the latter site where the Gypsy Blair claim was located when it was filed in August of 1885. The claim immediately fell into the possession of a woman by the name of Margaret Vandybarker. She had immigrated from England with her husband, James, in the mid-1870s and settled in Big Cottonwood Canyon. He died in 1880, but she remained in the canyon for more than 20 years during which time she recorded at least thirty claims, most of them located in Days and Silver Forks. It is not known how much work she personally did on these claims, but it is known that she was working a lease in the Prince of Wales mine at the end of the 1880 decade and was sending ore samples into the city for assay. During that period she hired other miners to work the Gypsy Blair. She also filed numerous claims encompassing much of the canyon bottom surrounding the Gypsy Blair mine. In December 1890 she entered a sales agreement for part of the mine with a Salt Lake realtor and developer who immediately announced ambitious plans for improvements, including a hoist house over the shaft. Although he admitted to being a complete "tenderfoot" in the mining business, this adventure being his first, he expressed a great deal of enthusiasm. However, he apparently failed to understand how much money could be poured down an open mine shaft and his enthusiasm quickly waned. Mrs. Vandybarker then sold the Gypsy Blair as well as many of the surrounding claims to a miner named John Johnson, and left the canyon that had been her home for so many years. She settled in Vernon, Tooele County, where she farmed for a living until her death in 1904 at an age of 62.



Fig. 3. The Gypsy Blair shaft, located above the Days Fork trail about 2.8 miles from the Big Cottonwood highway, is protected by a substantial metal grate.

When the newest owner took over the Gypsy Blair the shaft was down over 100 feet. It was worked for several years using a whim, a form of hand winch, to raise and lower an ore bucket. While the drift at the bottom of the shaft was into good ore, the method of working was tiresome and expensive. It was then decided to run a tunnel to intersect the bottom of the shaft, thereby starting the operation that eventually created the large dump that today can be seen below the Days Fork trail. This was not a new idea as the real estate promoter in 1890 suggested such a tunnel as one of his planned improvements. In the later years of the nineteenth century several other men became interested in the mine through their purchase of shares from Johnson. They were not miners, but became mine owners, and in October of 1899 they incorporated the Gypsy Blair Mining & Milling Company whose property included five of the former Vandybarker claims. John Johnson was vice president of the company and foreman of the mine. It would be interesting to know more about this man, but Utah had an abundance of Johnsons, and a good many of them were named John. And many of the John Johnsons were miners. As a result his movements prior to his involvement with the Gypsy Blair are difficult to follow. He worked the mine in Days Fork until the end of 1901 or early 1902 when he moved to the Albion mine above Alta. In February of 1904 he went over to visit Joseph J. Burnswood at the latter's Granite mine. While the two men were sitting close to the stove in the mine's cabin an avalanche came down the slope of Patsy Marley Hill, destroying the cabin and killing both men.



Fig. 4. View of the dump at the Gypsy Blair acquisition of a large block of stock. The latter company, operating in the South Fork of Big Cottonwood Canyon, had been formed only a few months before and was expanding its operating area. Its own people became officers of the Gypsy Blair company, which remained in existence until the late 1940s. The Gypsy Blair mine saw little further activity, save some minor leaser operations. The mines' several buildings have failed to survive the test of time, but its open shaft above the Days Fork trail and the collapsed tunnel below the trail remain to allow today's visitors to see and ponder the activities that created them.

Early in 1903 the Gypsy Blair Mining & Milling Company fell under the control of the Kennebec Mining Company through the acquisition of a large block of stock. The latter company, operating in the South Fork of Big Cottonwood Canyon, had been formed only a few months before and was expanding its operating area. Its own people became officers of the Gypsy Blair company, which remained in

existence until the late 1940s. The Gypsy Blair mine saw little further activity, save some minor leaser operations. The mines' several buildings have failed to survive the test of time, but its open shaft above the Days Fork trail and the collapsed tunnel below the trail remain to allow today's visitors to see and ponder the activities that created them.

FAINT TRAILS IN THE WASATCH

56. Cooper Mine

The Cooper mine is one of many that were once worked with great hope and promise, only to drift off into oblivion. In most cases they had little reason to be remembered, but for this one an exception is made and the name is drawn from the past in an attempt to show there is something of interest to be found everywhere, even in obscure mines. The claim on the Cooper Lode was filed in July of 1870, a time when a frenzy of prospecting was going on in both Big and Little Cottonwood Mining Districts. There were seven men who signed the claim notice, all miners, some of them miners of special note. Two of them, William W. Chisholm and James F. Woodman, were original owners of the famed Emma mine, while another, James E. Mathews, was the Emma's superintendent for a period of time, and later superintended another of Chisholm's mines.



Fig. 1. Stone wall remains of the Cooper cabin are seen along the trail to the mine.

October, showed that considerable work had been done at the mine. It had an eighty foot long drift following a vein of ore from the bottom of a forty foot deep shaft. There was a structure over the shaft serving as a whim house and ore bin. In addition, a short distance down the slope where trees gave some shelter from the wind, there was a log cabin and a boarding house. However, it must be mentioned that while the term "boarding house" brings visions of a substantial structure, in this case it was little more than a stone cabin built into the hillside. On the surveyor's map shown in Figure 2 the straight line going up to the left is a bearing to the face of the Bruin Tunnel. The location notice for this tunnel was filed by Chisholm the same day the survey was made, it being a relocation of an existing, but unidentified abandoned tunnel. While the obvious intent was to use it to develop the Cooper Lode at greater depth there is no evidence that was ever attempted. The collapsed tunnel remains at an obscure spot on the east slopes above Silver Fork. The map also shows a dashed line going up to the right, labeled "Trail from Cooper Mine to Silver Springs City," and dashed line going down toward the right labeled "Trail from Cooper Mine to Prince of Wales." While the trail to Silver Springs was mentioned in the surveyor's notes, there is no evidence whatever that the trail to the Prince of Wales mine ever existed. Although the distance is not great, the trail would have to go over a rugged, knife-edge ridge more suited for mountain goats than pack animals or acrophobic hard rock miners. Since the principals of the Cooper mine had nothing whatever to do with the Prince of Wales, it can only

The Cooper mine is located near the top of the ridge between Honeycomb and Silver Forks, at the northerly end of the Honeycomb Cliffs. One might wonder what drew these men to such a lofty site to sink their discovery shaft, but it was close to the intense action in upper Silver Fork and Grizzly Gulch. Perhaps of more importance, it was atop a mountain of riches that were being tapped by the storied Antelope and Prince of Wales claims. Later, when the Prince of Wales company chose to drive its Annie tunnel in Honeycomb Fork, the portal was located directly below the Cooper workings. So, while the Cooper site was at a precarious location and difficult of access, it was worthy of the reputations of the men who located it.

There was very little in the way of news published about the Cooper mine in the years that followed until January of 1875 when an application was filed for patent and, as was the legal requirement, the Land Office placed a notice of the application in the local newspapers. The survey for the application, made in the previous

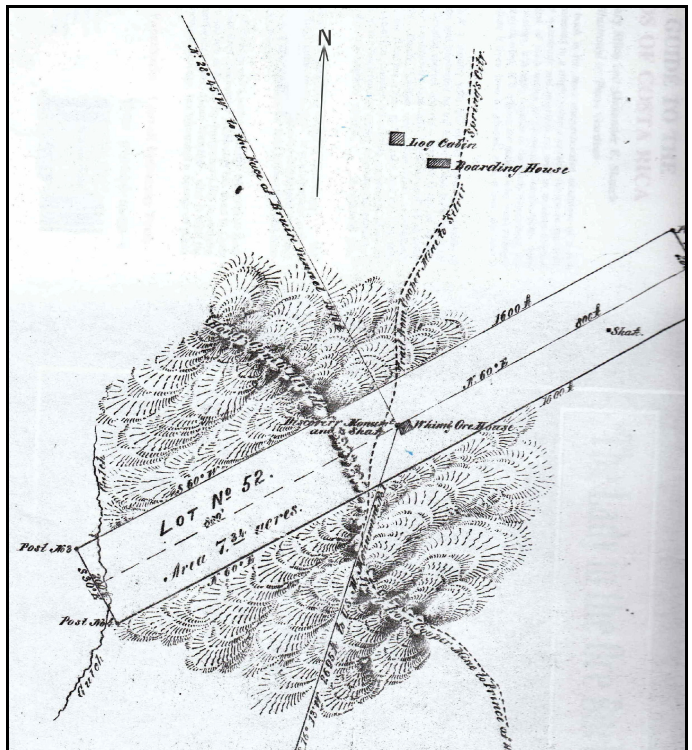


Fig. 2. Surveyor's map of the Cooper Lode. The square at the center of the claim is the Whim and Ore House over the shaft. The dashed line going up past the Boarding House and Log cabin is labeled "Trail from Cooper Mine to Silver Springs City." The dashed line going down to the right is labeled "Trail from Cooper Mine to Prince of Wales."

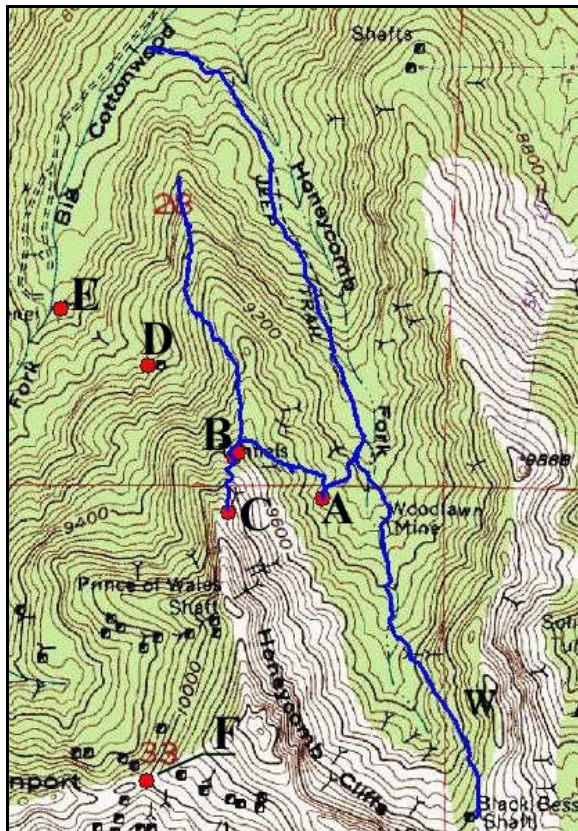


Fig. 3. This 1975 vintage topo map shows the Honeycomb Fork trail running from upper left to lower right, the Cooper trail going vertically in the center, and the access trail from Honeycomb Fork via the Annie Tunnel (A). The Cooper cabin and boarding house site is at B, with the mine at C. The Bruin Tunnel, mentioned in the text, is at D. The Alta Tunnel (E) and USMM #1 in the pass between Grizzly Gulch and Silver Fork (F) are shown for reference.

be seen and followed from the site of the Cooper shaft down to the end of the ridge between Silver and Honeycomb Forks, where the last bit connecting it to the Honeycomb Fork trail has been reclaimed by Nature. The best route to this trail is to follow the faint trail going in a northerly direction from the level of the top of the Annie Tunnel dump. After a short distance it turns up the slope to climb past a dump with a tunnel and the wreckage of a double log cabin on top. This was the Number 4 Tunnel of the Prince of Wales group. The trail continues up the slope until it joins the "Trail from Cooper Mine to Silver Springs City." A short distance above that junction it passes the cabin and boarding house site. Nothing except a small flat area remains of the latter, but some stone walls from the cabin can be seen. The trail climbs another 530 feet to a flat area that once held the whim and ore house. The incline shaft has been closed, but its location is obvious. Looking over the edge the Annie Tunnel and Woodlawn mine dumps are seen directly below and upper Honeycomb Fork to the right. The ridge top directly above the Cooper mine may not be the highest point in the local Wasatch, but it is high enough to give a splendid view of all the significant peaks. And the long waste rock dump of the Prince of Wales Antelope tunnel is directly below. The view alone is worth the climb to this little known and obscure mine.

be surmised that this trail appears on the map as a result of information given to the surveyor by the miners working at the mine. Surely the surveyor never experienced the trail, or even saw where it would be. One can imagine the joy and hilarity shared by the miners over the perpetration of this hoax.

Only two weeks after the Land Office advertisement was published, the Cooper mine was in the newspapers for a different reason. William Slensby, superintendent of the mine, had gone to Alta to hire some miners. When he failed to return one of his men went to Alta only to learn he had left to return to the mine. There was immediate concern that Slensby might have been the victim of an avalanche, especially since while he was traveling there was an avalanche in Honeycomb Fork that killed four men at the Annie Tunnel. His fate was not confirmed until the middle of June when his body was found near the Emma mine.

The Cooper mine was again in the news in the spring of 1875 when it was reported a colt had been born at the mine. A record was claimed for the highest elevation at which a colt had ever been born and it was said it would be one of the finest winded animals in the world. It seems unlikely a mare ready to foal would have been used on that mountain trail. One wonders if this report was a result of the Cooper miners' shenanigans, another miner's hoax.

The Cooper mine continued to be worked throughout the 1870 decade, then drifted out of sight and mind. There never was a company organized for this mine; it always remained in private hands. Eventually William Chisholm acquired full control of the property and later transferred it with his other Utah properties into his Chisholm Company, a corporation of New Jersey.

Most of the Silver Springs City trail mentioned by the surveyor can still



Fig. 4. Site of the Cooper incline shaft is near the top of the west end of the Honeycomb Cliffs. (Wm. Nelsen photo)

FAINT TRAILS IN THE WASATCH

57. Madelon Mining Company

The Madelon Mining Company briefly held four patented claims on the southwest slopes above Lake Solitude in Mill F South Fork and extending over the pass toward the Twin Lakes. But its story is really one about two men: Lemuel U. Colbath and Henry Simons. In 1854 the 22 year old Colbath left his native New York and traveled west to California where he gained a practical education in mining. He gradually migrated east to Virginia City, Nevada, where he superintended several mines before continuing his travels to Utah in 1870 and became superintendent of the Vallejo mine at Alta. He also was associated with R. C. Chambers, assisting in the development and operation of the Ontario mine in Park City and became involved in Chambers' business and personal affairs for the rest of both their lives.

Henry Simons came from Philadelphia where he ran a firm called Wagon and U.S. National Coach Works. He also dabbled in other businesses, one of them being the Vulcan Oil and Mining Company, of which he was president. He and that company's secretary were charged and convicted of personally purchasing property in West Virginia, then selling it to the company at greatly inflated prices. While the case was held up on appeal, he turned the wagon company over to his oldest son while he and his wife moved to an estate in New Jersey. Hardly had they settled there before the estate was seized by the sheriff and sold to satisfy the judgement in the case. In June of 1870 Simons and his oldest son were still listed as wheelwrights in Philadelphia, but soon thereafter he headed west with his wife and seven children. There are suggestions that he spent time at the Wyoming coal mines, but that had to be brief because he was in Salt Lake City in the spring of 1871. It is not clear why he came to Utah, but for a short time he was the manager of Waterman's Smelting Works at Stockton. The owner, Isaac S. Waterman, was a Philadelphia resident who had recently purchased the smelter. It is probable that Simons, while living in Philadelphia, knew Waterman and came west as Waterman's agent. However, he established his residence in Salt Lake City, near the corner of First South and Eighth East streets, a location where he remained for the rest of his life. He also became active on the Wasatch Mountain mining scene, being a party to two claims during the 1871 year, one in City Creek Canyon, the other at Alta. It was surely at the latter place where he and Colbath became acquainted.

The research into the Madelon Mining Company and its operations uncovered the answer to a long standing question: Who was "The Lady in the Ore Bucket?" During the 1872 year Colbath, as superintendent of the Vallejo mine, installed an aerial tramway between the mine and the town of Alta. At that time Henry Simons' three oldest daughters were 24, 23 and 16 years of age and certainly visited the mountain locations with their father. The story about a young woman named S____, later identified as a Miss Simons, climbing into a tramway ore bucket and taking a ride up to the Vallejo mine, was surely about one of Henry Simons' daughters. What is known is that Lemuel U. Colbath became well acquainted with the young women and on the fifth of October, 1873, he and the oldest daughter, Carrie, who was fifteen years his junior, were joined in wedlock in the parlor of Henry Simon's residence. The newspaper report about the young woman riding in the ore bucket also said she had scaled on foot the highest peaks of the Cottonwoods and explored the cavernous recesses of the deepest mines. How better to be exploring mines than with the guidance and direction of her fiancé, an experienced mining man?

Henry Simons' interests soon shifted to Big Cottonwood Canyon where he was an incorporator of a mining company and may have been a partner with Robert H. Wilson, who ran a merchandising business at Silver Springs. His oldest son, Thomas, also was active in Big Cottonwood, having filed four claims before the end of the 1870 decade and was deputy mining recorder during the summer of 1874. In the summer of 1877 Colbath came into Big Cottonwood and gradually gained control of a number of claims at the head of Mill F South Fork. He caused considerable development work to be done, including the running of an adit, called the Colbath Tunnel, intended to tap the lodes at depth. In March of 1879



Fig. 1. This photograph of Lake Solitude, dating from 1904 or earlier, shows the waste rock dump from the Colbath tunnel on the slopes, right of center. (Salt Lake Mining Review)

he transferred five of the claims to his father-in-law Henry Simons, who left for New York City in an attempt to sell them or to get funds for further development. It took about two and one-half months, but by then he had found a group of men who formed the Blue Jacket Consolidated Silver Mining Company and purchased the claims for \$300,000. While Simons was not a member of the new organization, its prospectus describing the claims included as exhibits three letters written by deputy mineral surveyors describing the excellent prospects for the claims, all were addressed to him. The Salt Lake Tribune printed the comment, "Bro. Simons, who has been absent from Zion several weeks, has succeeded in placing his Big Cottonwood mines." But his success did not bring him home. He remained in the east, presumably to press the new owners to start development. While the Blue Jacket company's officers and directors were an impressive group of New York attorneys and financiers, their intent must not have been the same as Simon's. They held the claims for only four months before transferring them to a newly formed Madelon Consolidated Silver Mining & Milling Company. Henry Simons was one of the principals of this company, as was Lemuel U. Colbath.



Fig. 2. Lake Solitude. The Solitude tunnel dump is on the far side of the lake, at the right side of the photo. The dump from the Colbath tunnel can be seen through the trees on the slope to the left.

Five of the Madelon company's directors immediately formed a syndicate and took the mining properties on lease, intending to furnish the necessary capital and develop the mines to the point of profitability, when they would be returned to the parent company. The syndicate was called Simons Improvement Company, the name suggesting who was behind it. Henry Simons returned to Utah as superintendent of the mines and pushed development with great vigor. Steam drills were ordered and miners were hired to work in the Colbath tunnel even though the slopes were buried in midwinter snow. Within a few weeks he had twelve men employed, and in another month had three shifts of miners at work. His two youngest sons were employed, one of them as a shift foreman. In April it was reported there was an abundance of material, including track iron and other mining supplies, at Alta destined for the Madelon workings, awaiting the opening of the trail. Later that month, perhaps to console his

partners who were providing the money, Simons filed eight claims in the vicinity of the Madelon's properties, naming them after eight of the men. None of the claims was transferred to the namesakes, nor is there any evidence that they saw any activity after the initial filing. The work on the Madelon's claims continued throughout the summer, both in shafts on several claims and in the Colbath tunnel, with drifts to intersect the shafts, but progress was slow, said to be due to the extreme hardness of the limestone. Then news reports dwindled, probably in proportion to the development funds remaining. After January of 1881 nothing more was heard about either the Madelon Consolidated Silver Mining & Milling Company or its claims.

Henry Simons seemed to follow the Madelon company into oblivion. Although he maintained his residence in Salt Lake City for his wife and family, he entered a business life in New York City. He was one of the principals in the incorporation of the short-lived Gardner & Merrill Mining Company in Little Cottonwood Mining District in 1883. Although that company included three of the financiers of the Madelon and Simons Improvement companies, it made a very faint ripple on the surface of the Wasatch mountain mining scene. Henry Simons remained in New York until his death in 1888, when his body was brought back to Utah to be buried in Mount Olivet cemetery, now surrounded by members of his family.

The Colbath tunnel no longer exists, having long since been closed through the efforts of man or Nature. But its enormous waste rock dump, a monument to Henry Simon's efforts, is in plain view of all visitors to Lake Solitude. The tunnel's former site, at the top of the dump, is located about 500 feet southwest from the portal of the Solitude tunnel and about 250 feet higher. While there must have been a good trail to the tunnel in 1880, there is no evidence of it today. On the steep slopes above the dump traces of several of the Madelon company's shafts and prospects can be found, also devoid of trails.

FAINT TRAILS IN THE WASATCH

58. Utah Mines Coalition

Most people who have hiked to Lake Solitude in Mill F South Fork have noticed or visited the remains of the Solitude tunnel above the west shore of the lake. Not too many years ago there was a prominent waste rock dump drawing the visitor's attention, but it has since been graded down to the point of insignificance. The tunnel could be considered a monument to the memory of the Utah Mines Coalition. Although the company was in existence for less than four years at the end of the first decade of the twentieth century, it had a tremendous impact upon the mining scene in Honeycomb and Mill F South Forks in the Big Cottonwood Mining District, and ultimately in the mining operations in the Little Cottonwood district as well. It was incorporated on 29 December 1908 by four mining engineers and a banker to develop a group of five patented and four unsurveyed mining claims in Honeycomb Fork. Within three months time it took over the Black Bess Mining Company, adding five more patented claims, consolidating most of the important claims in the upper reaches of Honeycomb Fork. In spite of the fact that the company began operations early in the winter, it managed to install machinery and facilities so that it could begin work in earnest in the spring of 1909. The base of its operations was on the old Buckeye Junior claim, where a shaft and tunnel had been started in the 1870s. That tunnel, close to the west shore of Lake Solitude, was extended in an attempt to exploit the ore body the Black Bess company had been working through its 350 foot deep shaft, but at a considerably greater depth. Near the end of 1910, with a length of 3000 feet, the tunnel had intersected the ore body and teams were busy hauling ore down Big Cottonwood Canyon.



Fig. 1. The remnants of the dump at the Solitude Tunnel rise on the other side of Lake Solitude..

At that same time the company took a big step in modernizing the motive power for its machinery by converting from gasoline engines to electric motors. This was the first major use of electricity by the mining industry in Big Cottonwood Canyon. Nearly twenty years earlier, in 1891, H.C. Goodspeed had installed a small hydro-electric plant to provide power for electric drills and fans in the Reed and Goodspeed tunnel in Mill D South Fork, but it operated for only a short time. Then in 1895 Robert M. Jones built the Stairs Power Plant farther down Big Cottonwood Canyon, but it was intended to provide electricity to the city, not to mines. Across the divide to the south the Columbus Consolidated Mining Company had constructed the Columbus power plant on Little Cottonwood Creek between Maybird and Hogum Forks and started generating electricity on the Fourth of July 1904, but it provided power only to mines at Alta. Electricity finally became available in upper Big Cottonwood Canyon as a result of new power plants constructed in Snake Creek Canyon and at Hailstone along the Provo River by entrepreneur Jesse Knight. The first, smaller plant provided electricity to Park City and the Daly-Judge Mining Company, while the second provided power for the Silver King Coalition. Its lines were extended across the mountain to the head of Big Cottonwood where they were routed to the Utah Mines Coalition site at Lake Solitude. On Thursday, 29 December 1910, the machinery began running with electrical power. The company was destined to have the only Big Cottonwood mine using this source of power for the next three years. Then the Alta Tunnel & Transportation Company in Silver Fork installed electrical driven machinery and a power line was run to it from Lake Solitude via Honeycomb Fork.

While the Utah Mines Coalition company appeared to be well prepared for operation throughout the winter, all that ended on the last day of January, 1911, when an avalanche of very wet, heavy snow came down the slopes above its tunnel and crushed the buildings around the portal. There were twenty-two men at the mine and somehow all but six of them escaped unscathed. Three men were killed while three others were injured, and the mine was put out of operation for at least two months until the ice and debris could be cleared away. Then, to avoid further damage and destruction from snow avalanches, the tunnel was enlarged near the entrance to allow the compressor plant, blacksmith shop, assay office and company office to be moved inside. During the following summer the men were housed in tents while a new boarding house was built some distance away, out of danger from avalanches. Winter boarding facilities were provided inside the tunnel. Only ore bins and loading stations remained in the immediate vicinity outside.

In spite of all the difficulties encountered during the winter in restoring a working environment, by mid June when the canyon roads were finally opened, the company had between 250 and 300 tons of ore stockpiled for shipment. The Solitude tunnel was driven ever farther under Honeycomb Fork and the divide into Grizzly Gulch, opening impressive ore bodies all the way. Late in the season it was reported they had twenty teams busily hauling ore to the smelters. The Utah Mines Coalition was making a big name for itself, but its days of operating as an independent entity were numbered. In December 1911 a consolidation of several big mining properties in

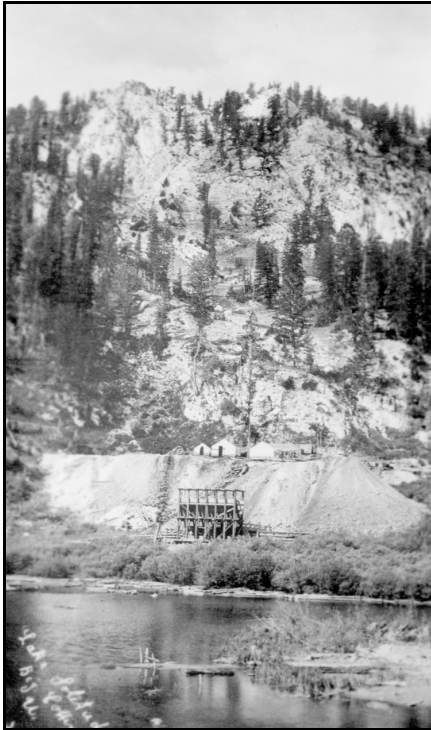


Fig. 2. The big waste rock dump from the Solitude tunnel rises above the south shore of Lake Solitude. Leasers' tents are on the dump surface. (Uof U Special Collections)

Grizzly Gulch and Big Cottonwood, including the Utah Mines Coalition, was announced. The new company, incorporated in Delaware, took the name of Michigan-Utah Mining Company. The two men who had worked during the previous year to implement the consolidation were from Michigan, hence the inclusion of that state's name in the new company's title. The merger did not come as much of a surprise to either the mining or the financial communities; word of the possibility of such an action had been circulating since 1909, less than a year after the formation of the Utah Mines Coalition company. In fact, it almost appears that the company was formed for the purpose of a merger. Perhaps to stimulate the process, Utah Mines Coalition threatened a suit against the City Rocks Mining Company, alleging the latter was removing ore from the former's property. The ore in question was in the Black Bess claim, which straddled the Honeycomb Cliffs, part being in Grizzly Gulch and part in Honeycomb, with each of the two companies working their side of the claim. The City Rocks tunnel, going through the southern half of the Black Bess claim, continued on into the northern half, and miners passed freely from one side to the other. And about this same time the long Solitude tunnel connected to the lower City Rocks workings through a 300-foot raise, allowing underground passage all the way from Lake Solitude to Grizzly Gulch. The suit was likely a friendly one because it helped implement the merger, which included both parties involved. Also, once the merger was complete, the first president of the new company was the same man who had been president of the Utah Mines Coalition.

While the consolidated company was incorporated in December 1911, financial matters delayed its implementation and the Utah Mines Coalition continued to operate as an independent company for another three months. During that time it was announced the Solitude tunnel would be used to ship all ores from the new company by way of Big Cottonwood Canyon. But in the spring of 1912, after the Michigan-Utah organization took over,

it was decided to construct a new aerial tramway down Little Cottonwood Canyon, and once that was completed all ores would be shipped over it. The Solitude tunnel would be used only to remove waste rock, thus putting an end to the major role the tunnel would play in the mining scene.



Fig. 3. Lake Solitude with the Solitude Tunnel on the left, as it appeared around 1913. (Salt Lake Mining Review)

In the years that followed the Michigan-Utah company used leasers to work many sections of its property. With this activity the Solitude tunnel again came to the fore, it being one of the primary leaser sites. In 1918 it was reported that leasers were living in tents near Lake Solitude and taking out fine silver-lead ore, but even they were taking their ore through the underground passage to Grizzly Gulch and sending it down on the aerial tramway.

Today the Solitude tunnel is barely visible above the south side of Lake Solitude. The cut down and graded waste rock dump still remains, and the tunnel portal, choked with large boulders, continues to arouse the curiosity of its many visitors.

FAINT TRAILS IN THE WASATCH

59. Alta Tunnel

Most people who hike into Silver Fork know about the Alta tunnel near the end of the road. While there is nothing much to see there today, not too many years ago there was a large waste rock dump, an open tunnel with a steady stream of water running out and across the dump, and some detritus reminiscent of promising operations during earlier years. The tunnel belonged to the Alta Tunnel and Transportation Company, which was incorporated in 1911 at the intersection of the lifelines of two mining men. The first was Frederick L. Schrott, also known as the Lucky Dutchman as a result of his uncanny ability to find ore where others could not. He worked in Colorado and Nevada before applying his skills in the Wasatch mines. He took a lease on the old Prince of Wales mine and worked it with good result, mostly through the Boston tunnel, low in the east bowl of Silver Fork. Convinced that the area held an abundance of untapped riches, he filed a block of fourteen claims that took in all of the upper part of Silver Fork and the ridge between it and Honeycomb Fork. He first tested his theory by driving a shaft on the east slope of Silver Fork, then started a tunnel in the bottom of the fork to develop the properties at depth. But Schrott was as much a promoter as a miner and had a history of starting a mining development, then passing it off to other parties with considerable financial gain on his part. And so it was here. At this point the other mining man entered the scene.

Frederick V. Bodfish was a mining engineer who, while working in Colorado, had built a reputation for being able to run a mine in a profitable manner. In 1910 he took a lease and bond on the American Flag mine at Park City, and while there looked for other opportunities among Wasatch mines. His search brought him in contact with the Lucky Dutchman, who offered to lease and bond his fourteen claims and the embryonic tunnel. Seeing the potential, Bodfish accepted the offer and put men at work on the tunnel while the Dutchman left the area to exploit opportunities in Nevada. The following year Bodfish formed the Alta Tunnel and Transportation Company, which dominated the Silver Fork mining scene for the next three decades. In 1913 motors, transformers and an air compressor were installed to allow pneumatic drills to be used in place of the labor intensive hand drills. An electrical transmission line was run from the Solitude Tunnel in Mill F South Fork, down through Honeycomb Fork and across the ridge to the Alta tunnel. Also during that year a force of men completed a new road running east from Silver Fork to meet the county road near Mill F Flat. Until this time the old road that had been built into Silver Fork in 1871 was being used. It paralleled the Silver Fork stream on the steep slopes above the Silver Springs community, an impractical route for motor vehicles. Upon entering Silver Fork itself the new road crossed to the west side of the stream and continued up to the mine, where it crossed the stream again on a large fill constructed with the waste rock from the tunnel. The present day road from the Solitude ski resort into Silver Fork and up the west side of the stream follows the route of Bodfish's road of 1913. But since that time the fill giving access to the mine has been washed away, leaving a gaping gorge between the end of the road and the mine's dump. One can imagine the lake that was created when the culvert at the bottom of the fill got plugged with debris, and how the water finally ran over the top of the fill, eroding it away until nothing was left.

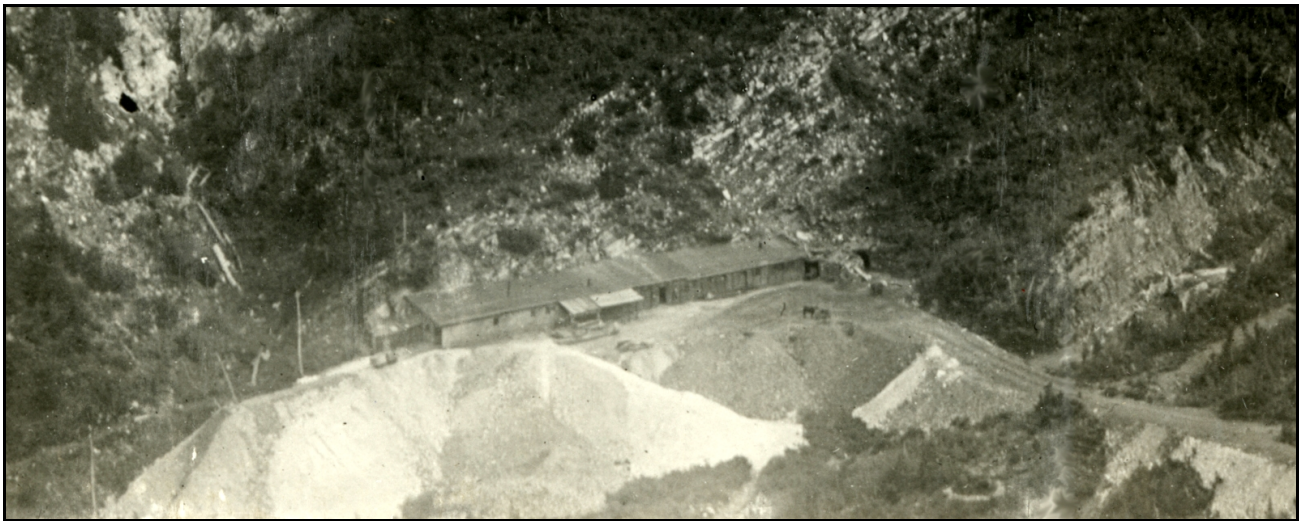


Fig. 1. This undated photograph, probably taken around 1920, shows the building covering the portal of the Alta Tunnel and the embankment over Silver Fork Creek allowing the road to pass across to the mine. (USGS photo)

Early in 1915, with the tunnel over 1,000 feet into the mountain, stringers of high grade ore were encountered. As the face of the tunnel progressed farther into the mountain, a drift was started to follow the ore. About this same time Schrott returned to Salt Lake City and later in the year took a lease on a portion of the tunnel including the drift following the ore body. He formed The Mines Development Company to work his lease and began removing ore, giving Bodfish both publicity and royalties from the ore shipments, while allowing his men to dedicate their efforts toward the extension of the tunnel. Curiously, or perhaps not so curious, the productive drift was running under the shaft the Lucky Dutchman had worked more than half a decade earlier. Schrott continued working his lease for two years before leaving for other ventures.

When the tunnel encountered water, and the flows increased as the tunnel went deeper, the water seriously interfered with the mining operations. Bodfish put a positive spin on the matter, predicting the company could use the water to generate electricity, and he proposed selling water to Salt Lake City. But behind the scenes all was not as rosy as it seemed. The development funds were rapidly dwindling. Bodfish levied assessments on the company's stock and drew on his savings as well as those of his siblings and in-laws. Each time a known vein



Fig. 2. At the end of the 1920 decade a concentrating mill was added to the AT&T facilities, seen here at the left side of the photo. It enabled low grade ore to be concentrated for profitable shipment. (Western Mineral Survey photo)

from higher elevations was cut, it either proved barren or yielded but small quantities of ore. In 1919, at a depth of 3,800 feet, all agreed that nothing of value lay ahead and driving was discontinued. Several long drifts were started to get under the Prince of Wales, which had yielded well in earlier years, but failed to do so now. Working on a shoe-string budget, Bodfish refused to give up. With meager resources generated by leases, small ore shipments and frequent stock assessments, he continued through the 1920 decade, but the Depression years of the 1930s put his company into such serious trouble that his operations ceased. During the following years the tunnel was worked only by leasers. In 1938 he attempted to revive operations and in 1940 reorganized the company, but the World War II years put an end to that. Bodfish moved to Oregon where he worked a mine with his brother. He died there in 1946. That same year another company, Altamina, made a brief and abortive attempt to revive the mine.

The Alta tunnel, albeit much changed from its operating days, remains as a point of interest. In later years of the twentieth century much of the waste rock on the dump was removed to be used as road fill. Finally the tunnel was plugged to prevent the water from escaping, thereby creating a large underground reservoir. A pipeline was installed to carry the water to the Solitude Resort where it is used for culinary purposes. In this case the output of the mine is much more continuous and valuable than it ever was during the Bodfish years.



Fig. 3. The Lucky Dutchman shaft, now covered with a protective grate, is on the east slope of Silver Fork. The trail to the mine comes up on the far side of the shaft.

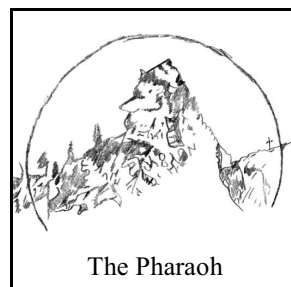
The Lucky Dutchman shaft, mentioned earlier in this narrative, remains on the eastern slope of Silver Fork, about a thousand feet south of the tunnel. The seemingly bottomless pit has been covered with a steel grate, making it a little less terrifying, and a lot less dangerous. A trail leads to it, starting at the Silver Fork trail about seventy-five feet south of the deep drainage coming down from the Antelope Tunnel. The trail is not obvious, it being obscured by vegetation, but it crosses to the north side of the gully and enters the woods where it becomes very apparent and is easily followed up to the shaft, an ascent of about 240 feet.

FAINT TRAILS IN THE WASATCH

60 Pharaoh's Glen – Parleys Canyon

When traveling through Parleys Canyon on I-80 today it hardly seems possible that people would care to camp there for the sheer pleasure of doing it. However, long before the canyon made way for modern highways, it was a very desirable place to go. Traveling with team and wagon, valley residents went up there to camp overnight, for a weekend or longer. Much of it was to escape the mid-summer heat in the city; in July 1887 it was reported that Parleys Canyon was fairly lined with Salt Lake people who were camping out during the hot weather. When the Park City railroad was built in 1888 to 1890, making the canyon much more accessible, it was inevitable that resorts would be opened to cater to pleasure seekers. The Mountain Summit Resort, located a short distance below Lambs Canyon, was in operation in 1890 and was open until the turn of the century. The train would stop to disembark passengers there. In 1901 Leonard Hardy was planning to build the Birch Grove Summer Resort at Mountain Dell, including a fifty room hotel. It is unlikely the hotel ever went beyond the talking stage, but as late as 1905 the resort was offering splendid camping grounds and “alpine climbing.” In 1905 Felt’s Resort was located midway between Mountain Dell and Lambs Canyon, a popular place for cottagers and picnic parties, with a dancing pavilion, shady walks and quiet nooks. The Old Log Cabin at Mountain Dell was not a resort, but rather a place where campers in the canyon could gather for dancing. It likely was one of the buildings from the Mountain Dell community that still remained in 1901. All these focal points of entertainment had their days numbered, not because of lack of patronage, but rather because Salt Lake City wanted to protect its source of water and wanted them off the watershed.

Mount Aire canyon, about two miles below Mountain Dell, was the site of the Old Armchair Resort. It opened in 1900, at a time when Mount Aire canyon was still known as Smiths Fork. The resort took its name from a limestone formation near the head of the fork that looked like an enormous armchair. A number of private residences had been built, but there were cabins and campsites available for vacationers and pleasure seekers. Many woodland lanes and trails awaited the walker, and guides and saddle horses were provided for the riders. Hikes to the Old Armchair or to Dragons Head and Pine Top peaks were featured. All facilities were named, but since so many names were quoted it is suspected they were renamed each year. The round trip railroad fare to Old Armchair was sixty cents. The resort ran for six years until, in 1906, the gates were closed and the canyon was dedicated to the pleasures of the private property owners. The tract was renamed MountAir, which had been the name of one of the cabins at Old Armchair, later to be spelled Mount Aire. In 1906 the canyon was still called Smiths Fork, but after that time it became Mount Aire Canyon, and the peak at the head of the canyon, which before then was Dragons Head, became Mount Aire.

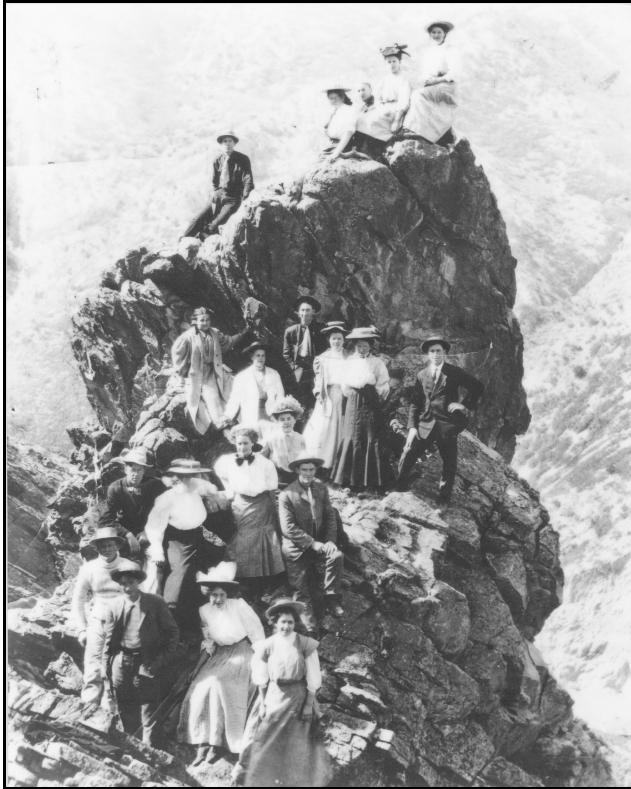


The Pharaoh

Another mile below Mount Aire Canyon is another drainage that became known as Pharaoh’s Glen. If early travelers through the canyon were aware of its existence, they made no mention in the many journals they left behind. It finally received some attention in 1883 when a group of six men filed an equal number of claims in the immediate area with the intent to quarry sandstone for use in the building trades. One of the natural features on their claims was a stream that cascaded down the steep slopes, creating some impressive waterfalls and lovely pools. The brother of one of the claimants, George F. Culmer, was Henry L. A. Culmer, the noted and much acclaimed local artist. It was the latter who made a painting of one of the higher falls and placed it on display in his gallery in the city, thereby drawing attention to this scenic spot. Being adjacent to the stone quarry, the falls quite naturally were called Quarry Falls, probably named by the artist himself, a man who assigned more than a few names to features in the Wasatch Mountains. The drainage in which the falls were located became known as Jump-Off Canyon.

By 1888, when the railroad was under construction in Parleys Canyon, a road had been built up into Jump-Off Canyon to the quarry and several cabins had been constructed. Although the place had received some publicity, it did not appear to receive attention from the pleasure seekers or campers seeking relief from the summer heat in the city, possibly due to its being totally hidden from the canyon road. About that same time the rock company abandoned the quarries due to the rock being too hard to be profitably quarried, and in the mid-1890s other people stepped in, these being Rev. James D. Gillilan, pastor of the Liberty Park M. E. Church, Dr. Joseph Milliron, and their wives.

Dr. Milliron was a veteran of the Civil war, having served three consecutive enlistments during that conflict before entering medical school. He practiced medicine in Illinois for twenty years before moving to Utah in 1890. Rev. Gillilan came to Utah in 1883 as a member of the Utah Mission of the Methodist Episcopal church and spent most of the next decade in Tooele county. In 1892, when he was appointed presiding elder in Utah, he relocated to Salt Lake City, moving into a small home next door to the Liberty Park church, only half a block away from the residence of Dr. Milliron.



A group of students from Westminster College enjoyed an outing at Pharaoh's Glen, probably on 19 May 1916. Parleys Canyon is in the background. (Westminster College Archives)

It is not known how the two families became acquainted, but within a few years they were sharing adventures in Jump-Off canyon. Immediately the women gave the falls a new name: Silver Shower Falls. A towering pinnacle of rock adjacent to the falls had a profile that made it look like the Gnome of Parleys Canyon, or perhaps a Pharaoh. In December of 1896 the Salt Lake Tribune published a poetic article about the Pharaoh written by Rev. Gillilan, and the following year, 1897, the two couples filed the first of a series of placer claims, placing the Pharaoh and his glen in their control. Later that same year Mrs. L. L. Archer, active and prominent member of Salt Lake society, gave a party for her friends in the form of a picnic at Pharaohs Glen. The railroad company made a car available to the party, carrying them up to the glen and back to the city. Perhaps that gave the railroad officials an idea for more passenger revenue, because the next season the railroad advertised the Parleys Canyon resorts. It cost fifty cents to ride to Pharaohs Glen and back, and on Sundays bicycles were carried free if people wanted to cycle back into town.

In 1898, when the Rev. James Gillilan was reassigned to Idaho, he turned his share of Pharaoh's Glen over to the Milliron family, who now carried it forward alone. In 1900 the "Mrs. Dr. Milliron" advertised the Glen as the Sojourner's Mountain Home. It now had stone cottages, floored tents, space for those bringing their own tents, pure cold spring water and a first-class restaurant. In 1901 she began providing the newspapers with society notes, naming some of the

people staying there and describing what they were doing. The various cabins and camps were given names – Magpie's Nest, Shady Side, North Terrace, Horseshoe Lodge, Imogene Terrace, Paradise Found, Camp Gillilan and Brookside, to name a few. Also local features, in addition to the Pharaoh, were given names, like Queen Victoria, The Fisherman, and Observation Rock. The resort became very popular, many people visiting for a day, but some stayed for a week or even the entire summer. It was reported that 400 people had visited the resort over the Fourth of July holiday in 1906. Many pleasant memories were forged at Pharaohs Glen, but in April 1910 the gaiety came to an abrupt end.

On Friday, 22 April, Dr. Milliron and his daughter had been at the resort and left to ride back to the city in their horse-drawn buggy. He had taken a shotgun to shoot jackrabbits at the resort, and now was holding it between his knees. At a place where the canyon bottom was very narrow, with barely enough space for the road, the railroad track and the stream, a locomotive suddenly appeared coming around a blind curve. The horse took fright, reared and pushed the buggy backwards against the hillside, where it overturned. Just as the two occupants were thrown out the report of a gun was heard. The shotgun had discharged, killing Dr. Joseph Milliron instantly. The engineer stopped the locomotive and the girl, who suffered injuries in the accident, was taken aboard to be carried to Sugar House where she received medical attention. When Dr. Milliron was buried in Mount Olivet cemetery several days later, the fate of the Pharaohs Glen resort was buried with him. No longer was it advertised in the newspapers, nor did it appear in the society columns. From all appearances Dr. Milliron's survivors turned their backs on the property and abandoned it.

But a pleasant site like Pharaoh's Glen doesn't simply disappear, especially when it was known by so many who had enjoyed it in the past. It certainly received visitors in the years that followed, albeit in a less formal environment. One visit that did receive a modicum of publicity was an outing by a group of students and faculty from Westminster College in May of 1916. It was reported about one hundred "young people left on the 9 o'clock Denver & Rio Grande train and enjoyed luncheon, games and climbing parties during the day." Presumably they returned to the city on the evening train.

The interstate highway, I-80, that was built through the canyon in the 1960s made sites like the Pharaoh's Glen much less accessible, causing them to be soon forgotten. However, in recent years the glen, under new ownership, has been extensively reworked and given the name of Rose Sachs Gardens, a pleasant venue created to host weddings and other receptions.