

LEE'S FERRY

Historical Report

by

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Prepared at the request of the
National Park Service

January 1965

A REPORT ON THE HISTORY

of

LEE'S FERRY, ARIZONA

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PREFATORY NOTE

This paper was prepared at the request of the National Park Service to provide the Service and other agencies with a brief outline of the history of Lee's Ferry, with a detailed description of and historical notes about the numerous sites of historic importance in the area, and with an appraisal of the historic worth of the place with some suggestions for the preservation of historic buildings and other remains in the vicinity.

Information given here was drawn from several sources. As a result of his supervision of the historical phase of the National Park Service-University of Utah contract salvage project in Glen Canyon during the years 1957-1963, Crampton published two papers (1960a, 1964a) reporting the results of reconnaissance studies in the Lee's Ferry area. Crampton's several publications on the history of the Colorado River have been brought into a recent book (1964b) which contains an extensive bibliography. Rusho's published work on Spencer (1962) will form part of a general book on the history of Lee's Ferry and environs which he has been researching for several years and plans to bring to early publication. These and other works referred to in the text are cited in full in the appended bibliography which also includes other titles of direct pertinence to the history of Lee's Ferry.

During the days of December 10-11, 1964, an intensive study of the buildings and other remains was made in the field at Lee's Ferry. The field study was made possible through the good offices of Superintendent Gustav W. Muehlenhaupt and Chief Naturalist Wayne B. Alcorn,

Glen Canyon National Recreation Area. Alcorn and Ranger Philip D. Martin participated in the field work. John Blee, Engineer Technician, U. S. Geological Survey, also participated in the field study. Charles Kelly, Charles H. Spencer, Frank Johnson, the staff of the Utah State Historical Society, and the Survey Office, Bureau of Land Management, Phoenix, contributed information and assistance. The cooperation of all of these parties is appreciated.

The authors take full responsibility for the accuracy of the report and of course the opinions expressed here, which are a reflection of several years of study of the history of the Colorado River, are entirely their own. It should be stressed that this paper has been put together quickly to meet an early deadline and it is therefore not complete in factual detail nor is it a work of thorough-going scholarship which would have required a longer time to produce. Indeed, the history of Lee's Ferry is amply significant to justify a complete and scholarly study.

LEE'S FERRY IN HISTORICAL PERSPECTIVE

Lee's Ferry, located about six miles upstream from U. S. Highway 89A, should be regarded as one of the most historic places on the Colorado River; it is surely the most important locale related directly to the river itself between Grand Junction and Hoover Dam.

Lee's Ferry is located in an area of major scenic importance. Here the Colorado River dramatically breaks through the Echo Cliffs and leaves the walls of Glen Canyon behind as briefly it sweeps out into the open with low banks on either side, half a mile long on the left and two miles on the right. Here the river tumbles over the huge boulder delta of the Paria River, which pushes it over against the base of the cliffs that rise to form Lee's Backbone, and is then swallowed by Marble Canyon. Looking down on the scene close to Lee's Ferry but receding back from the rim of Marble Canyon are the brooding heights of the Echo and Vermilion Cliffs.

Lee's Ferry was a place where the Colorado was accessible. It was the only place of this kind throughout the entire canyon system of Colorado below Moab, and below the town of Green River on the Green, until one passed entirely through the Grand Canyon, a distance of over five hundred miles.

In history Lee's Ferry figures most prominently as a passageway-- a corridor between Utah and Arizona. But scarcely less prominent has been its intimate identification with up-and down-stream developments on the Colorado River. It is the official dividing point between the upper and lower basins as defined in the Colorado River Compact. Some of the highlights in the history of Lee's Ferry follow.

Prehistory. Although there is some evidence of prehistoric occupation of the Lee's Ferry area, it is minor. No extensive ruins are to be seen and archeological remains so common to much of the Glen Canyon area upstream are absent. It should be pointed out, however, that little archeological investigation has been carried out in the Lee's Ferry area (Adams, 1960).

Spanish explorers. Although modern Indians undoubtedly preceded the first white men to visit the Lee's Ferry area, it is believed that their number was not large. The discovery by white men was made by the two Spanish explorers, Francisco Atanasio Dominguez and Francisco Velez de Escalante, and their entourage while seeking a return route to Santa Fe after having made a great circle tour through western Colorado and Utah. The party had planned to find a route to California but they were forced by the lateness of the season to turn back. The Spaniards arrived during October 1776, and spent the last week of the month trying unsuccessfully to cross the Colorado. Becoming desperate, they found a trail across the Echo Cliffs (site 14) and located a place where they could ford the Colorado upstream at the Crossing of the Fathers, now under Lake Powell.

Hamblin's Missions to the Hopi Indians. The Lee's Ferry area was probably visited by Mormon scouts in 1857 (see site 15); this probably was a result of the conflict between the Mormons and the United States in that year, an affair known as the "Utah War." In 1858, Jacob Hamblin, doughty Mormon frontiersman, began making periodic missions to the Hopi (then called the Moqui) Indians. Hamblin first used the route that took him across the Colorado at the Crossing of the Fathers and

later, probably about 1869 on his seventh expedition, he began to use the Lee's Ferry crossing. This, it should be pointed out, was not a ford; one had to swim part of the way or use a boat.

Major John Wesley Powell. During his first voyage through the canyons of the Colorado in 1869, Powell took small notice of Lee's Ferry. With Jacob Hamblin, Powell returned by land in 1870 en route to visit the Hopi village and the Navajos at Fort Defiance. From lumber cut on the Kaibab Plateau, Powell and Hamblin built the first ferryboat and crossed the river (see site 6); there is, however, no evidence that the craft was used more than once.

On his second river expedition Powell landed at the mouth of the Paria River in October 1871. Most of the men spent the winter in Kanab, a new settlement of the Mormons on Kanab Creek between the Colorado and the older settlements on the Virgin River. In August 1872 Powell resumed his voyage downstream but went no further than the mouth of Kanab Creek. The Nellie Powell, one of the boats used by Powell on the first part of the second expedition in 1871, was abandoned at Lee's Ferry where it was subsequently used briefly by John D. Lee. Many years later the boat was partially destroyed by fire, but a fragment was recovered in 1938 and is now on display in the visitor center at Grand Canyon. Not long after the Powell expedition reached the mouth of the Paria in October 1871, John D. Lee arrived to take up residence there.

John D. Lee. Owing to his alleged involvement in the Mountain Meadows massacre in 1857, John D. Lee became something of an exile, a

fugitive and a scapegoat for the mutual guilt of several men (see Brooks, 1950, 1962, for details). Although excommunicated from the Mormon Church in 1870 for this involvement, Lee accepted instructions to establish a ferry across the Colorado River at the mouth of the Paria. He arrived shortly before Christmas, 1871, and spent most of the next year getting established at the place which he called "Lonely Dell" (site 6), a name applied to the residence and ranch at the mouth of the Paria as well as the general area.

Although Lee first crossed the Colorado in "an old boat" on January 19, 1872, the first regular ferry boat, the Colorado, was not launched until January 11, 1873 (site 1). On May 24 of the same year this boat was accidentally lost.

When threatened by the approach of soldiers, Lee sought refuge in Moenave, near Tuba City. From then until his arrest in November 1874, he moved about from place to place, and the first regular ferry service was established in his absence by John L. Blythe in October 1873 (site 2). Lee's first trial ended in a hung jury but he was sentenced to death in a second trial and was executed by a firing squad at Mountain Meadows on March 23, 1877. He is buried in Panguitch, Utah.

In 1874, the threat of trouble with the Navajo Indians caused Jacob Hamblin to recommend that a fort, to serve also as a trading post, be built at Lee's Ferry. A rock building was constructed (site 8) and Hamblin used this as a trading establishment during 1874 and 1875. Lee may have also been there part of this time. The trading post was still in use in 1877 but it was probably abandoned soon thereafter.

Ferry Services. Many hundreds of Arizona-bound Mormon emigrants crossed the Colorado River at Lee's Ferry during the 1870's and 1880's. The route into Lee's Ferry from the west was rough and steep, but it was even rougher and steeper on the eastern side of the river, particularly if it was necessary to traverse "Lee's Backbone" (site 3). One of the travelers (Smith, 1953) said of it: "The ascent was bad and the descent difficult and dangerous, the worst road I ever saw."

The Mormon Church acquired the ferry after Lee's death and operator Warren Johnson, followed by James Emmett, provided regular service until the Church sold the ferry to the Grand Canyon Cattle Company in 1910. This company turned the ferry over to Coconino County whose Board of Supervisors commissioned Warren Johnson's sons, Jerry and Frank, to operate it. Jerry Johnson was the principal operator until service was stopped in 1928 following an accident in which three men were drowned. Service was not resumed as Navajo Bridge across Marble Canyon six miles downstream was built (and it is still in use) in 1929 and the history of Lee's Ferry as a crossing of the Colorado River came to an abrupt halt.

Up to the year 1898 ferry service was primitive and two locations were used (site 2, 4). In 1898 the ferry was substantially improved when a heavy track cable across the river was installed at the upper site (site 2) and by the building in the same year of a new dugway at the base of Lee's Backbone (site 3). The first automobile reached the Colorado over this dugway in 1910.

Glen Canyon Gold Rush. There was much activity at Lee's Ferry besides the ferry business. The Indian trade, for example. John D. Lee

opened trade with the Navajos--they were among his first ferry customers--and this continued long after Lee had given up his life to the firing squad.

During the gold rush to Glen Canyon, 1883 to about 1914, Lee's Ferry was one of the important points of departure and supply for prospecting parties whether they went upstream by boat, horseback, or on foot. And indeed it was an exit from Glen Canyon for the many miners who floated downstream. A post office, established at Lee's Ferry in 1879, was an attraction to miners often long out of touch with civilization in the canyon wilderness upstream.

Charles H. Spencer. In 1910, Charles H. Spencer, mining man and promoter, came to Lee's Ferry to try his hand at recovering gold from the nearby Chinle shales and from the sands of the Colorado riverbed. During the next two and a half years he constructed at least seven buildings (site 10) at Lee's Ferry; he hacked out a steep trail (site 12) over the Echo Cliffs; he built a ninety-two-foot long steamboat, the Charles H. Spencer (site 11), to carry coal from the mouth of Warm Creek, twenty-eight miles upstream; he established a headquarters for the coal mining operation upstream on Warm Creek which is now covered by Lake Powell; he brought into Lee's Ferry heavy boilers and sluicing equipment (site 10). But after all of this expenditure of energy and money the venture was a failure and Spencer abandoned the enterprise, though he later returned and is even in 1965 interested in the potentialities of the Chinle shale.

Since 1913, when Spencer quit, Lee's Ferry has periodically felt the impact of miners roaming the canyons up and downstream. There was

an oil excitement in the 1920's; gold placering in the Great Depression (when Spencer returned for the second time to have another go at the Chinle); the uranium rush (site 21) in the 1950's.

The River Runners. Although Powell had traveled through Cataract, Glen, Marble, and Grand Canyons in 1869, and again in 1871-1872, this achievement was not duplicated until Robert B. Stanton, in 1889-1890, carried out a railroad survey from Grand Junction, Colorado. Although Stanton's fantastic scheme to build a railroad from the coal fields of Colorado through the canyons of the Colorado to California was never begun, it was one of the most interesting ventures in the history of the Colorado River (see Smith 1960). Lee's Ferry, the only suitable access point between Hite, Utah, and Callville, Nevada, at the foot of Grand Canyon, was an important supply base for the Stanton expeditions.

During the course of the railroad survey Stanton became interested in the gold potential in Glen Canyon and was instrumental in forming the Hoskaninni Company as a mining venture. Stanton liked to think big and he proceeded to stake out the entire length of Glen Canyon from Hite down to Lee's Ferry, a distance of 162 river miles. One headquarters was set up at Lee's Ferry, probably in Lee's Ferry fort (site 8) which was maintained from 1898 to 1901. During this time he appears to have done no mining in the vicinity, but rather above Hall's Crossing 121 miles upstream where he installed a huge floating dredge. As part of his assessment work, however, a road (site 18) was built along the left bank of the Colorado River from the upper ferry

(site 2) one and a half miles upstream. The Hoskaninni Company venture was a failure and it was abandoned in 1901 (see Crampton and Smith, eds., 1961, for details).

Even before the failure of the Hoskaninni Company recreational use of the Colorado had begun. Galloway and Richmond came through the canyons in 1896-1897; Russell, Monette, and Loper in 1907; Julius Stone (who had been an associate of Stanton in the Hoskaninni Company) in 1909; the Kolbs in 1911; and by 1917 commercial trips had begun. Nearly every one of the river travelers from Powell's day to the present has used Lee's Ferry as a primary resting point, supply and communication base for trips both up and downstream. It has traditionally been the point of embarkation for river trips through Grand Canyon.

Reclamation. Lee's Ferry is a focal area in the reclamation history of the Colorado River. In 1921 the Southern California Edison Company in association with the U. S. Geological Survey carried on drilling investigations for a damsite four miles above Lee's Ferry. A water gaging station was also set up at Lee's Ferry. In 1922 the Colorado River Compact fixed the point of division between the upper and lower basins at Lee's Ferry. In 1946 and 1947 the Bureau of Reclamation investigated the damsite four miles above the ferry but rejected it. In 1947 and 1948 the Bureau of Reclamation investigated the damsite where the present Glen Canyon Dam, authorized by the Upper Colorado River Basin Storage Act of 1956, has since been built.

Lee's Ferry and environs has been brought within the jurisdiction of the Glen Canyon National Recreation Area administered by the National Park Service.

Detailed descriptions of the several historical sites, some of which have been mentioned in the preceding text, follow.

SITE INVESTIGATION AND DOCUMENTATION

Ferry Sites and Routes of Travel

Site 1. Original ferry site

The first ferry at Lee's Ferry was operated across a bend in the Colorado River at a point about .3 mile upstream from Lee's Ferry fort (site 8) on the right bank and about the same distance downstream from the main ferry site (site 2). Anchor points were just downstream from the present towers supporting the U. S. Geological Survey cable crossing. There are no remains of the first ferry. A tie ring on the right bank near this point was probably used for boats of dates later than the first ferry. The remains of the steamboat Charles H. Spencer (site 11) are located a few feet below the tie ring.

Historical data. This point was preferred by John D. Lee for a ferry site because it offered a greater margin of safety than one farther downstream. Undoubtedly this is where Jacob Hamblin first crossed in 1869, perhaps even earlier, and where Hamblin and John Wesley Powell boated across in 1870. Lee first crossed here on January 19, 1872, in order to trade with some Navajos. When on January 11, 1873, Lee launched the first regular ferryboat, the Colorado, it was at this place. The Colorado was struck by a falling tree and lost on June 16, 1873. The site was probably not used again as a ferry crossing.

Site 2 Main ferry site

The main, or upper, ferry, with the longest history of any of the ferries at Lee's Ferry, was located at mile 0 on the "Plan. . . of the



Site 2 -- The ferry crosses at the upper ferry site.
This site was used during high water periods
from 1873 to 1898, and exclusively from
1898 to 1928.

Photo taken: 1921 Photo by: E.C. LaRue
U.S. Geological Survey

Colorado River, Lee's Ferry, Ariz., to Mouth of Green River, Utah . . .," a map prepared by the U.S. Geological Survey in cooperation with the Southern California Edison Company in 1921 and published by the U.S. Geological Survey in 1921. The site is approximately .4 below the upper cableway.

A number of remains on both sides of the Colorado mark the site. On the right bank the anchor cable is still in place. In the immediate vicinity are the rock foundations of two log cabins and the remains of a rock wall corral. Upstream about a hundred yards there is another larger rock corral. Downstream a few yards from the log cabin foundations there is a spring that supplies water for the buildings in the U.S. Geological Survey area (site 10) about a mile below. The spring and log cabin foundations are at the end of a narrow road and dugway running downstream between the river bank and the base of the Echo Cliffs which tower directly above the site. This access route to the ferry from the west is still passable for pickups and jeeps.

On the left bank access to the ferry was by a short, narrow dugway below the site running between the river bank and a low, steep ridge. Along this access dugway, and notably so near the entrance to it, there are numbers of names inscribed on talus blocks. Many of these bear dates from 1900 to 1914 but numbers of them are undated and some appear to be of earlier dates.

At the ferry landing and about twenty feet above it a tie ring is fixed in the vertical face of a rock. Just below this a portion of the anchor cable is still in place. The left bank dugway is joined

at the ferry landing by a dugway that continues upstream for 1.5 miles. This was a mining assessment road built by the Hoskaninni Company, 1899-1900 (see site 18).

Historical data. After the loss of the Colorado in June 1873, the second ferryboat was established by John L. Blythe on October 15, 1873, while Lee, accused of involvement in the Mountain Meadows massacre, was in hiding at Moenave. It is believed that the second ferry was put into operation at this site which continued to be the main ferry location until service was discontinued in 1928. Until 1898 there was no track cable across the river. Long paddles, or sweeps, were pulled to direct the boat across the river. During each crossing the craft would drift downstream about a quarter of a mile and it was necessary to tow it back upstream. During the winter months before 1898, the ferryboat was lined down the rapids at the mouth of the Paria and put into operation at the lower ferry site (site 4). This eliminated the necessity of driving over the steep Lee's Backbone (site 3) on the left side of the river. With the installation of the cable the lower site was no longer used, and the completion of the dugway at the base of Lee's Backbone (site 5) at about the same time stabilized the service and made access to the ferry relatively easy.

The ferry was in operation from 1873 to 1928 and during this time a number of owners and operators managed the service. John L. Blythe, John D. Lee, and Warren Johnson were the first to run the ferry. In 1877 the Mormon Church acquired control; Warren Johnson was the

official operator followed by James Emett who ran the ferry until 1910 when the Church sold out to the Grand Canyon Cattle Company. This firm turned the ferry service over to the Board of Supervisors of Coconino County, Arizona, who licensed operators to run it until service was discontinued in 1928.

Available sources do not reveal conclusively who built the log cabins near the right bank ferry landing but at least one source indicates that they were constructed by John D. Lee. The cabins were burned in 1959 by the U.S. Geological Survey for the alleged reason that the agency had neither men nor funds to police the buildings against an increasing number of careless tourists.

Site 3 Lee's Backbone

The sharp flexure known as the Echo monocline is breached by the Colorado River at Lee's Ferry. The brightly colored Echo Cliffs on both sides of the river, reaching a maximum height in the area in Echo Peaks, compose the western escarpment of this flexure. The eastward dip of the strata may be clearly seen in the cliffs rising from the river on the south bank of the Colorado opposite the mouth of the Paria River. From an open flat on the river bank opposite Lee's Ferry fort (site 8), the strata in a distance of about two miles rises over 500 feet. The western escarpment of this portion of the strata drops precipitously about 350 feet to an open, rolling area back from the edge of the river which, below the Paria River, has entered the head of Marble Canyon. The strike surface of this inclined strata near the edge of the cliff overlooking the river is



Site 3 -- Wagon ruts are still visible on Lee's
Backbone: This very rough road was
used from 1873 to about 1887.

December 11, 1964 Photo by: Wayne Alcorn
National Park Service

rough slickrock--the exposed surface of the Shinarump formation. This huge tilted block was called Lee's Backbone.

Historical data. Lee's Backbone was a serious barrier and made access to the upper ferries (sites 1-2) on the eastern side of the river very difficult indeed. To avoid the barrier the lower ferry (site 4) was put into operation, but the left bank landing for this ferry was annually covered by high water; the ferry site could be used safely only during low water periods. Therefore it was necessary to cross the Backbone to reach the upper ferries. Two roads, passable only to wagons, were built across it. The earliest of these may be traced today. It left the flat at a point (now marked by a cairn) about 200 yards from the Colorado River in the SW1/4 of Sec. 13, R. 7 E, T. 40 N., GSRBLM, and stayed on the slickrock close to the edge of the cliff overlooking the Colorado. Although the road was steep and rough, little roadwork was performed on the eastern slope. At one place a large block of sandstone was broken apart by blasting and removed from the road and a few places were noted where wagon tires had worn ruts into the sandstone. Extensive road work was required to cross the precipitous western escarpment and this may be seen clearly today. In the NW1/4 of Sec. 25, R. 7 E., T. 40 N., GSRBLM, the road switchbacked down the steep talus slope to the open area at the base of the Echo Cliffs. From that point it was comparatively easy going about six miles to Navajo Springs, the first water.

Just when the first road over Lee's Backbone was built is uncertain but it was probably constructed sometime very soon after the building

of the second ferry in October 1873. John D. Lee was then in Moenave but he probably improved the road in 1874 and 1876. To eliminate travel over the rough slickrock of the lower portion of the eastern slope, Warren M. Johnson about 1887 built a winding road through the hills above the old route and paralleling it. This road crossed loose soil and talus and may be easily followed today. It joined the original road at a point something over a mile from the eastern base of the Backbone. See also sites 4-5.

Site 4 Lower ferry

The lower ferry, established as a means of avoiding Lee's Backbone, was located below the rapids at the mouth of the Paria River in relatively quiet water. A roadway dropping about a hundred feet to the river's edge was dug out of the cliff on the left bank following approximately the line between Sections 23-24 in T. 40 N., R. 7 E., GSRBLM. This location is about half a mile below the present mouth of the Paria River.

The left bank dugway, which can be easily seen from the opposite side of the river, constitutes one of the most obvious remains associated with ferry operation on the Colorado at Lee's Ferry. There are numbers of names, dating from the 1890's, inscribed on the cliff-side at the base of the dugway and a few were observed near the top.

Access to all of the ferry locations was much easier on the right or western side of the river. The lower ferry location was reached by a road through sand and gravel leading directly to the water's edge where at low water there is a sandy beach. The ferry at this

point was not operated by a cable and could only be used at low water when the current was slow and when the left bank landing was exposed. Two large posts on the right side, located about a hundred yards below the present National Park Service trailer home area, were probably used as mooring posts.

Historical data. The lower ferry was established in April 1873 and was used thereafter during the winter months until 1898 when a track cable was installed at the upper ferry (site 2) and when the dugway was built at the base of Lee's Backbone (site 5). (See also sites 1, 3-4.)

Site 5 Dugway at the base of Lee's Backbone

The most dramatic road identified with ferry operations at Lee's Ferry was the mile-long dugway at the base of the cliffs of Lee's Backbone where these cliffs rise almost vertically from the Colorado River. Over these very steep slopes a road for wagons, and later adapted to the use of automobiles, was built. It was shored up on the river side practically its entire distance. The upstream end is located near the water's edge at the present site of the U.S. Geological Survey water gaging station. The downstream end comes out in the open about a half mile east of the left bank dugway approach to the lower ferry (site 4), and perhaps a mile from the base of the wagon road at the western side of Lee's Backbone. The excitement of travel over this route was heightened by the circumstance that it was immediately above the rapids at the mouth of the Paria River.



Site 4 -- Dugway leading down the south bank to the lower ferry site. This ferry site and the comparatively short dugway were used during low river flows from 1873 to 1898.

December 11, 1964 Photo by: C. Gregory Crampton



Site 5 --- The lower dugway, built in 1898 and used by both wagons and automobiles until ferry service was discontinued in 1928.

March 19, 1963 Photo by: W. L. Rusko

This spectacular dugway may be easily seen from points on the opposite side of the river. It may be traversed on foot today, although a few places have eroded badly and are hazardous to pedestrian traffic. On a large talus block at the lower entrance to this dugway there are inscribed a number of names dating from about 1900 to 1925.

Historical data. Warren M. Johnson, having seen the need for a better approach road to the upper ferry, laid out this route. In 1898 James Emett persuaded the Mormon Church, the owner of the ferry at the time, to build the road in connection with the installation of a track cable on the upper ferry. It was constructed by a Richfield, Utah, company for about \$1200. The road was twelve feet wide. Wagon traffic predominated during the first years. Automobile traffic was inaugurated in 1910 when Charles H. Spencer brought a Thomas Royal Flyer down the dugway and across the ferry. Use of the dugway was discontinued in 1928 when ferry service was terminated.

Lee's Ferry Ranch

Site 6 John D. Lee Ranch -- Lonely Dell

At the mouth of the Paria River perhaps forty acres of flat agricultural land fall within Sec. 13, R. 7 E., T. 40 N., GSRBLM. On this land are several buildings, some of which are enclosed by fencing. The farming area, which lies between these buildings and the Paria River, has not been cultivated during the past season (1964) although the pattern of furrows and plant rows is clearly to be seen. The area was under an irrigation ditch which followed up the right bank of the Paria River for some distance to a point where a dam was

built for diversion of water. Water has recently been pumped into this ditch from a point on the bank of the Paria about a quarter of a mile above the buildings. A U.S. Geological Survey cableway and gaging station is located on the Paria about a hundred yards below the location of the pump. A few plots of ground on the west side of the Paria River within a distance of a mile above the Lee Ranch have been put under the ditch at times in the past but a reconnaissance of that area revealed no signs of recent cultivation; the ditch obviously has not been used for some time. Two shacks of recent origin and located near the Paria within this distance were noted.

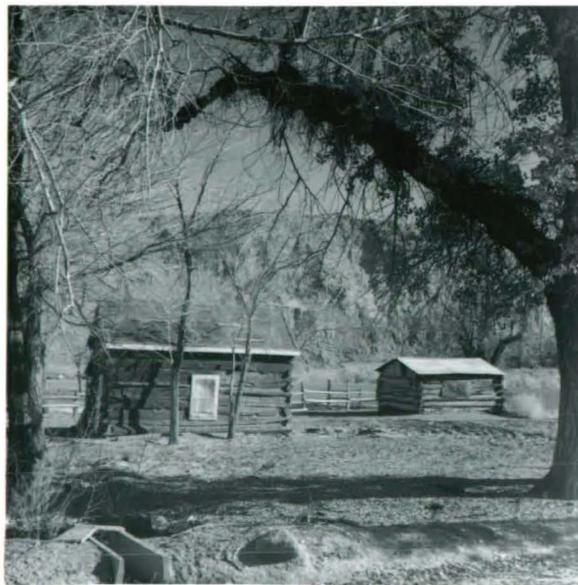
Historical data. This property was the site of a farm and a residence established by John D. Lee who called the place "Lonely Dell." In exile for complicity in the Mountain Meadows massacre, Lee arrived late in 1871 and built the first two houses at Lee's Ferry simultaneously. Apparently made of logs, these may have been set against the hillside near the present buildings and were probably partly dugout in construction. However, a dugout cellar adjacent to the modern ranch building has been reported to be one of the original Lee structures. In 1873 Lee built a log house believed to be the one that is still standing on the property. This cabin, about fourteen by twenty feet, is made of hand-hewn timbers and is well-preserved. It is reported that timbers from one of the early ferryboats were used in the construction of this building; while this has not been verified there are two large timbers, one on either side of the structure, that appear to have been the two sides of a primitive boat. None of the

members of the Johnson family, who later lived at Lee's Ferry, could remember when this cabin was built. One of the Johnsons was born in it and it was at one time used as a schoolhouse. At present the building is being used for storage.

A few yards southeast of the Lee cabin is another cabin of hewn logs, in a fair state of preservation, measuring about fourteen by seventeen feet. This is reported to be the blacksmith shop built by Lee early in 1873. It is now being used for storage.

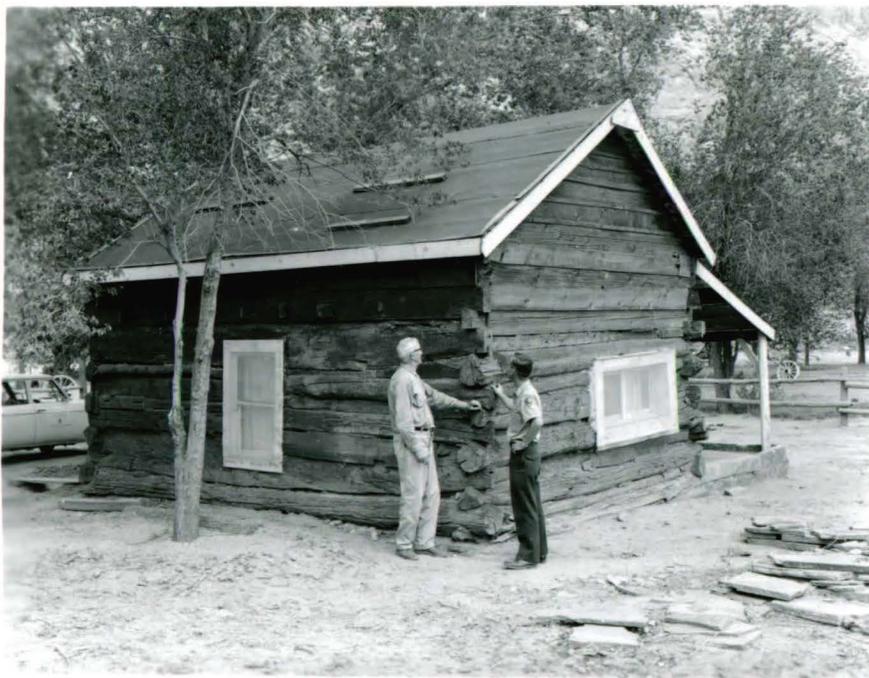
Probably the largest structure ever built at Lonely Dell was the Warren M. Johnson home. This was actually two houses in one as Johnson was a polygamist and supported two families of ten children each. The frame building burned in 1920 but the foundations may still be seen. The Johnsons lived at Lee's Ferry approximately from 1874 to 1930.

The principal ranch house today is a T-shaped cobblestone and frame building constructed in the late 1920's or early 1930's by Leo Weaver as a dude ranch. The business, however, was apparently not profitable. Lee's cabins, the Johnson home, and the modern ranch are all located within a few yards of each other. They are located immediately adjacent to an access road passing west of the complex at the foot of a low mesa. Alongside the road and west of it in the general vicinity of the buildings there are a few foundations and a small enclosure for stock. About a hundred yards north of the buildings, and east of the road, is a small log structure probably used as a barn.



Site 6 -- Lee's cabin and blacksmith shop of the Lee's Ferry Ranch. Built in 1873, these structures are in fairly good condition but are located on private property.

December 11, 1964 Photo by: W. L. Rusho



Site 6 -- Lee's cabin at the Lee's Ferry Ranch is examined by C. A. Griffin, owner of the ranch, and by Phil Martin, Park Ranger. Just behind Griffin's head is one of the heavy timbers that appear to have been tapered for use in a boat.

September 1964 Photo by: Wayne Alcorn
National Park Service

Alongside the road and north of the buildings may be seen the ditch and flume work which brought water to the farming area. This was put in by the Johnsons who probably improved upon the earlier facilities first put in by John D. Lee.

This property, embracing the farming area and the complex of buildings including the two Lee cabins, is a privately-owned in-holding within the Glen Canyon National Recreation area. Until recently this was owned by Mr. C. A. Griffin who reportedly has sold the property to other interests for a large sum of money.

During the Johnson family residency at Lee's Ferry, at least one other family was usually living upstream some distance along the Paria River. However, no substantial building remains were noted in the upstream area within about a mile of Lonely Dell. The remains of the Johnson ditch were clearly to be seen in this distance and there was some evidence of prospecting--probably for uranium.

Site 7 Cemetery

About a quarter of a mile north of the Lee Ranch and alongside the road is a small enclosed cemetery. Twenty graves marked with headstones and boards range in dates from 1879 to 1928.

U. S. GEOLOGICAL SURVEY AREA

In 1921 a water gaging station was established at Lee's Ferry by the Southern California Edison Company. A cable was hung across the river and a concrete shelter was built for a recorder. In 1923 the U.S. Geological Survey took over the station and by Executive Order in

1933 the public land at Lee's Ferry was reserved for use for gaging purposes. The area now utilized as a gaging station is on the right bank and extends from a point above the upper ferry site (site 2) to a point just above the mouth of the Paria River. Within this area there are located a number of historic buildings.

Site 8 Lee's Ferry Fort

The most historically significant of these is a rectangular structure commonly designated "Lee's Ferry Fort." It stands in an open area and faces south looking out on the Colorado at the extreme point of a broad bend in the river. It is just to the east of the dividing line between Sec. 13 in T. 40 N., R. 7E., and Sec. 18 in T. 40 N., R. 8 E., GSRBLM. The fort is adjacent to the parking area recently developed by the National Park Service to accommodate boating parties and it will be adjacent to developments to be made by the National Park Service concessioner in this area. The building is attractively and solidly constructed of irregular cut sandstone blocks and the two rooms are plastered on the inside. A fireplace is found in the eastern end. The roof consists of poles and brush resting on a central beam and covered with dirt and small stones. A one-room addition annexed to the west end of the building is now roofless and the two-foot thick walls have been partially removed. A number of names dated in 1891 are inscribed on the exterior walls of the fort. A collapsed dugout cellar is located at the rear of the fort.

About forty feet east of Lee's Ferry fort is another rock structure consisting of one room and built along similar lines but of inferior



Site 8 -- Lee's Ferry Fort, built in 1874 and used as an Indian trading post. The half-demolished room at the west end was built in 1911 by Charles H. Spencer.

December 10, 1964

Photo by: C. Gregory Crampton

construction. To the north of the building about seventy-five feet is a very small one-room rock structure probably used at one time for a chicken coop.

Historical data. Lee's Ferry fort was built in 1874 to serve the combined purposes of defense against and trade with the Navajo Indians. John D. Lee from the time of his arrival at Lonely Dell carried on an intermittent trade with the Navajos. A Navajo uprising in the spring of 1874 caused considerable anxiety among the Mormon settlements of southern Utah who had suffered previously from attacks by these Indians. Through the advice of Jacob Hamblin the fort was built at Lee's Ferry which by 1874 had replaced the Crossing of the Fathers forty miles upstream (and now submerged by Lake Powell) as a major point of defense. It was also expected to serve as a trading post. Although built with defense in mind, there is no evidence that the trading post, or fort as it is commonly known, was ever under attack.

Joseph L. Foutz spent the summer of 1877 at Lee's Ferry trading with Indians. Warren Johnson apparently did not trade with the Navajos and did not utilize the fort.

In 1911, Charles H. Spencer built a twenty-six foot addition (the part now in ruins) so that the building could be used as a cook house or mess hall. The fort is now vacant.

No information has been developed concerning the history of the building forty feet west of the fort which is now used for storage by the U.S. Geological Survey, although it was reportedly built after 1913.

Site 9 Lee's Lookout

Something less than half a mile west northwest from Lee's Ferry fort is a steep rounded knoll standing about 300 feet above the Paria River. From this vantage point one may see considerable distances both up and down the Colorado River and up the valley of the Paria. On top of the knoll there is a crude circle of rocks about twenty-five feet in diameter.

Historical data. The circle of stones, which may have been a foundation for some sort of structure, has been called the remains of a lookout station built there by John D. Lee. That the place may have been used by Lee is entirely possible; however, the structure was there before Lee arrived in the area. W. C. Powell of the second Powell expedition visited the spot on October 23, 1871, and noted in his diary (Kelly, ed., 1949) that he saw "the remains of the old fort." This was two months before Lee reached Lonely Dell. Prehistoric origin has been suggested for these remains but we are not aware that any archeological study of the place has been made.

Site 10 Spencer buildings

Description and historical data. Within the Geological Survey area and east on "Main Street" some 100-200 feet from Lee's Ferry fort there is a complex of eight buildings seven of which were built in 1910-1912 (together with the annex on Lee's Ferry fort--site 8) by Charles H. Spencer as a headquarters for his mining operations at Lee's Ferry. Spencer and his company, the American Placer Company, were attempting to extract gold from the Chinle shale which outcrops

prominently just to the north of these buildings. Large boilers and pumps were brought in to sluice the Chinle; an amalgamator was set up near the river. The process did not work well. The Chinle does in fact contain fine particles of gold but the formation when wet becomes sticky and clayey and some sort of foreign matter clogged the mercury in the amalgamator. Spencer also tried a drilling-type dredge at the river's edge in the hope that he could bring to the surface the gold particles at bedrock. He tried this on both sides of the river but this too was a failure.

The Chinle became almost an obsession with Spencer. He returned to Lee's Ferry in 1932 to try hydraulicking the Chinle at the scene of his early operation. And he still returns in the summers to the old settlement of Paria (upstream about ten miles from where U. S. 89 bridges the river) where he also had attempted to defeat the recalcitrant Chinle. He was observed there in September of 1964 in seemingly good health at ninety-two years of age.

Spencer was also associated with certain mining enterprises in areas now covered by Lake Powell. In 1908-1910 he worked along the left bank of the San Juan River at Spencer Camp before he moved to Lee's Ferry. Some of the machinery he left behind has remained as a monument to this venture (see Crampton, 1964, 42-44). Up Warm Creek, a tributary of the Colorado, some six miles from the mouth are the ruins of five rock cabins. These were used as bunkhouses for men mining coal some distance on up the creek and transporting it to Lee's Ferry for use in the boilers there (see Rusho, 1962, and Crampton, 1960, 86-88).



Stie 10 -- The largest building built by Charles H. Spencer about 1911. It is now classified by the U. S. Geological Survey as the "Main Residence," but that agency has plans to vacate.

December 10, 1964 Photo by: Wayne Alcorn
National Park Service

The buildings constructed by Charles H. Spencer at Lee's Ferry were in style and materials used in close resemblance to the two main structures in the Lee's Ferry fort (site 8). Six of these rock buildings have been used for various purposes by the Geological Survey. The designation and use by the Survey follows:

1. Large residence. A four-room building extensively remodeled and used currently as the residence for the engineer technician in charge. A dugout cellar is located immediately behind the residence. This was used by Spencer as a cook house.

2. Small residence. A rectangular two-room building, extensively remodeled by the Survey and in good condition. This was Spencer's laboratory.

3. Garage. A large (22' x 42') building of rather weak construction used by the Survey for limited storage and as a location for an electric generator. This was Spencer's blacksmith shop.

4. Cook house. This is a one-room building with a pole and brush roof and is used by the Survey for storage. Spencer built this as a residence for his cook.

5. U. S. G. S. laboratory. One-room structure used by Spencer as a bunkhouse.

6. Chicken coop. Vacant, in poor condition and near collapse, this building was one of Spencer's bunkhouses.

7. Ruined building. Near building six on the west are the foundation outlines of a completely ruined structure which originally was another of Spencer's bunkhouses.

8. Guest house. This is the only building in the Spencer complex built wholly by the Geological Survey. It is of solid rock wall construction consisting of one room and bath.

Remains of Spencer's Mining Operations

Spencer undertook mining and pumping operations at the river bank immediately south of the buildings described above and in the soft Chinle beds about a hundred yards to the north of them. Several remains mark these sites. Two large steam boilers are to be seen between the river bank and the garage (building 3). From this locality water was pumped to the Chinle beds and the remains of a line of pipe standards may be traced. A gash in the Chinle where hydraulicking took place may be seen and in this vicinity concrete foundations and odds and ends of dimension lumber indicate the location of the sluicing operation (see also sites 11-12).

Site 11 Steamboat Charles H. Spencer

At a point about seventy-five feet below the right bank tower of the lower U. S. Geological Survey cable crossing, and located practically at site No. 1, are the remains of the hulk of the Charles H. Spencer. The prow, steam boiler, and the rear paddle wheel appear at low water levels.

Historical data. The Charles H. Spencer, a steamboat ninety-two feet long and twenty-six feet wide, was the largest boat ever to ride the Colorado River above the Grand Canyon. Built in San Francisco and reassembled on the Colorado, it was purchased by Charles H. Spencer to haul coal from Warm Creek, twenty-eight miles upstream.



Sites 9, 10, and 11 -- The ruins of the steamboat Charles H. Spencer lie half buried in the mud of the river bank. Just beyond the hull can be seen the axle of the 12-foot-wide stern paddlewheel. Further downstream, at right, are the buildings built by Spencer's mining company in 1911 and 1912. Just above the buildings is the low rounded dome of Lee's Lookout. In the background are the Vermilion Cliffs bordering the Paria Plateau.

March 19, 1963

Photo by: W. L. Rusho

The coal was to fuel steam boilers of Spencer's placer operation at Lee's Ferry. After making five trips in 1912 the huge boat was tied up at its present location. Within a few years it had tipped on its side and filled with water, and its super-structure had been stripped off for salvage. Even if Spencer's placer mining had been successful the steamboat was not practical--it consumed nearly all of the coal it hauled on the downstream run to make the return trip to Warm Creek.

Site 12 Spencer Trail

At a point a few yards north of the right bank tower of the lower U. S. Geological Survey cable crossing is the base of a horse trail that wriggles and switchbacks up over the very steep slopes of the Echo Cliffs. The trail climbs 1500 feet above the Colorado River and tops out at a point almost directly above its base.

Historical data. Before the plan for hauling coal by boat was conceived (see site 11) Charles H. Spencer planned to transport coal by pack mule to Lee's Ferry from the mines on upper Warm Creek. The most serious obstacle in his way was the rugged escarpment of the Echo Cliffs. Spencer reported that his mule found a way up the cliff and that Spencer merely followed, marking the trail as he went. In the next few months, in 1912, Spencer's men then blasted and dug out a good, passable trail. Although it was never used for the purpose intended, it was subsequently traversed by an occasional pack train. The trail is almost invisible from the Spencer buildings (site 10), but is still passable today.

Site 13 Inscriptions

On some rocks on the right bank a few feet northwest of the hulk of the Charles H. Spencer (site 11) a few names have been incised. One of these, "G.M. Wright," and the date "1892" also appears upstream in Cataract Canyon and in Glen Canyon (see Crampton, 1964a, 11, 70). Wright Bar, a placer mining location, now inundated by Lake Powell, was probably named after him (see Crampton, 1960, 89-90).

MISCELLANEOUS SITES

Site 14 Dominguez-Escalante Trail

The first white men to visit the Lee's Ferry area were the Spanish explorers Dominguez and Escalante who in 1776 were seeking a route across the river in this vicinity (see Bolton, 1950, and Miller, 1958). Unable to ford the Colorado, the Spanish party turned up the Paria River and was able to ascend the Echo Cliffs by a steep route the base of which was approximately four miles from the mouth of the Paria. Members of the second Powell expedition in November 1871 rediscovered this trail when they were looking for a lost pack train led by George Riley.

Informants have stated that there is a stock trail in that vicinity that was used frequently by John D. Lee and later by others. Near the top of the trail there is reported to be a small spring beside which John D. Lee carved his name in the rock.

This trail and the steep Spencer Trail (site 12) near the Colorado constitute the only known routes across the Echo Cliffs on the right side of the Colorado in the general vicinity of Lee's Ferry (see site 16).

Site-15 Fisher Spring

Fisher Spring, now a water source for stock, is located in Sec. 16, T. 40 No., R. 7 E., GSRBLM, at the base of the Vermilion Cliffs about three airline miles directly west of Lee's Ferry fort. On an inconspicuous boulder some distance below the spring appear the following incised names: "C.E. Holladay" and "--A. Huntington" followed by the date "1857." The names are believed to be authentic and document an early arrival by white men in the Lee's Ferry area. Al Huntington was known to have been an early Mormon scout but the circumstances of his visit to the area have not been ascertained.

Site 16 Echo Cliffs trail--Echo Peaks

From points east and southeast an old Indian trail reaches Lee's Ferry on the left side. The exact route has not been determined but it winds between high projections of the Echo Cliffs and, circling the Echo Peaks on the eastern side, it descends to the Colorado River a distance above Lee's Ferry over a huge sand slope. Charles H. Spencer's men followed a Navajo guide along this route when they traveled by horseback from the San Juan River to Lee's Ferry in May 1910. They reported it was a well-worn trail, with evidence of long usage (see site 17). In Spencer's day the trail was known as the "Buzzard's High Line." Additional trails crossing the Echo Cliffs south of Echo Peaks have been reported but we have not determined exact locations.

The Echo Peaks were named by A. H. Thompson, F. M. Bishop, and F. S. Dellenbaugh of the second Powell expedition on October 21, 1871. They climbed the peaks and at the top fired a pistol. Dellenbaugh (1908)



Site 15 -- Names on a rock at Fisher Spring, located
at the foot of the Vermilion Cliffs.

December 10, 1964

Photo by: Wayne Alcorn
National Park Service

reported an interval between the shot and the echo of twenty-four seconds. The name at once suggested itself to them and it has since been extended to the spectacular monoclinial ridge of which the peaks are a part.

Site 17 Navajo Camp

Located at the base of the newer wagon road that ascends Lee's Backbone on the eastern side is a Navajo camp composed of a small rectangular rock wall building with a roof covered with dimension lumber and dirt. In front is a ramada and there is a stone wall corral and several small rock lambing corrals a few yards to the rear of the main structure. There was no indication that the camp had been used within the last year or two. Quite probably access to this camp was by way of the Indian trail around Echo Peaks (site 16).

Site 18 Hoskaninni Company road

From the upper ferry (site 2) a dugway extends upstream along the left bank of the Colorado River for a distance of a mile and a half. The road is clearly visible and may be followed on foot throughout the entire distance. At the upper end extensive cuts were made in the ledges above the river. A few names are inscribed on the ledges at the end of the road.

Historical data. This dugway was built in 1899 by the Hoskaninni Company, Robert B. Stanton, engineer and field superintendent, as a part of the general assessment work undertaken to hold the company's Glen Canyon gold placer claims which extended in a contiguous series from Lee's Ferry to above Hite, 162 miles upstream. (See Crampton and Smith, 1961, 104-5; Crampton, 1964a, 71.)

Site 19 Paddlewheel of the Navajo

In the open field on the left bank at Lee's Ferry near the Navajo camp (site 17) and near the base of the first road over Lee's Backbone (site 3) lies the broken rear paddlewheel from a small boat named the Navajo. This boat, twenty-six feet long and five feet wide, was used by the Southern California Edison Company in 1921 and 1922 while making damsite investigations. This was actually the second of two such paddlewheels used on the boat. The first had sixteen paddles, which was found to be too many. The wheel in the field has twelve paddles. The fate of the Navajo is unknown.

Site 20 Compact Point

This point is the precise spot where the Colorado River is legally divided between the Upper and Lower Basins as defined in the 1922 Colorado River Compact. The place is "one mile below the mouth of the Paria River" and is officially known as Lee Ferry (not Lees Ferry as in U. S. Geological Survey usage, or as Lee's Ferry in common parlance).

Site 21 Uranium roads

On both sides of the Colorado River and up the Paria River in the Lee's Ferry area there are numerous jeep trails built to reach prospects developed during the uranium rush from 1953 to 1959. Apparently no mines were found of sufficient value to sustain operation and the roads, some of which reach up to high points at the base of the Vermilion and Echo Cliffs, have washed out and have become generally hazardous to vehicular traffic.

RECOMMENDATIONS

The foregoing text emphasizes the statement made at the beginning of this report that Lee's Ferry and environs is a historic and scenic locale of outstanding significance. It figures in many chapters of Colorado River history since 1776. It was the principal pioneer gateway between Utah and Arizona and there are at the site remains (the ferry sites, access roads and dugways, names on the rocks) which document this phase of the area's history. Lee's ranch at the mouth of the Paria River is an excellent illustration of the difficulties encountered by Mormon settlers as they attempted to redeem the marginal lands in the arid West. One of the earliest of the Navajo Indian trading posts was established here. Lee's Ferry was closely identified with the Glen Canyon gold rush, one of the more exciting chapters of Colorado River history, and with other mining developments both up and downstream. With the exception of Lee's Ferry practically the entire mining area in Glen Canyon, with its many interesting sites, has been lost under the waters of Lake Powell. Stanton and Spencer, mining men of large vision, left behind roads and buildings at Lee's Ferry as reminders of this colorful chapter. From the time of Powell's voyages to the present Lee's Ferry has been the place most frequently mentioned in the history of river running on the Colorado. And it is a point of historic importance in the reclamation history of both the upper and lower basins of the Colorado River.

Despite its rich history, Lee's Ferry has been neglected by the historians. Indeed the place is remote and the currents of modern

history have generally passed it by since ferry service was stopped in 1928. And the name commemorates a man who paid with his life for a crime against society. Distant as we are now from the massacre at Mountain Meadows, we may see it as a sad and tragic outburst to be explained by bitterness between adversaries in tense times. Lee was the scapegoat who covered the rest who were with him in the deed. But in 1961 Lee was reinstated by the Mormon Church (Brooks, 1961). We may begin to see Lee more clearly as a God-fearing pioneer of immense fortitude who, with Jacob Hamblin, opened the historic gateway across the Colorado. The time has arrived when the historic importance of Lee's Ferry should be recognized more widely.

Special designation for Lee's Ferry. Lee's Ferry is today perhaps the only place anywhere along the Colorado where the evidences of the pioneer history of the river have remained undisturbed by modern development. But these remains are now threatened largely because the historic importance of the place is not appreciated. If we may use Pipe Spring National Monument, say, as a standard, Lee's Ferry is deserving of status as a national monument. The fact that much of the area now falls within the jurisdiction of the National Park Service does not accord to this specific locale within the recreation area any special recognition. As a "development site" it will have no more historical stature than Wahweap or Bullfrog. The area, we believe, and this we feel sure would be the view of most students who are at all familiar with the place, is of importance sufficiently great to justify the creation of a national monument. This becomes even more

imperative when we consider the loss of related historical sites flooded by Lake Powell. The minimum recognition should be some sort of special designation of Lee's Ferry and environs as a "historic monument" or "historic park" within the recreation area.

U. S. Geological Survey Area. One of the dangers at Lee's Ferry lies in the possible destruction of historic buildings and relics through ignorance of their value as documents of history or through requirements that buildings no longer being used should be razed. Some of the most significant sites at Lee's Ferry (Lee's Ferry fort, the Spencer buildings, the steamboat, and the upper ferry site, and others) all are within the U. S. Geological Survey reservation. The two log cabins at the upper ferry site were burned by the Survey in 1959 to remove them from the threat of trespass.

Although there may be some valid reasons for not doing so we would recommend that the U. S. Geological Survey reservation be assigned to the National Park Service inasmuch as new quarters are to be provided for U. S. Geological Survey personnel resident in the area. It is suggested that the National Park Service (or the U.S. Geological Survey if transfer cannot be made) take appropriate steps to preserve and protect the historic remains in the area with particular attention to the following (see the section on technical description for detailed information about the following sites):

1. Site 8--Lee's Ferry fort. One of the most historic sites and the most prominent landmark at Lee's Ferry, this building is now vacant and the public may wander through it at will. It is

adjacent to the parking area used by visitors to the recreation area and it is our understanding that the present concessioner will develop his facility adjacent to it. The fort and the building to the west of it should be enclosed with a cyclone fence to protect them from vandalism which has been extensive in the interior of the fort. Doors on the fort should be kept locked, but of course visitors should be permitted to enter these buildings guided by National Park Service personnel. We believe that the fort could be restored to its original condition with small cost and as such it would be one of the focal points in the interpretive program in the area. In the restoration program it would probably be desirable to stabilize the half-ruined annex on the western end of the building constructed originally by Charles H. Spencer. The building to the west of the fort, presently in fair condition, should be preserved and maintained. The two buildings together in their setting present a scene of charm and interest. It is strongly urged that developments by the concessioner be kept at a distance from these buildings and that any new building be done in such a way as to blend with the scenic and historical environment.

2. Site 10--Spencer buildings. The Geological Survey has for some time occupied buildings 1-5 (see technical details in site descriptions) in this complex. This agency now proposes to discontinue use of some of these structures. The Spencer buildings are practically the sole remaining physical evidence of the mining history of Glen Canyon which was a unique episode in the history of the American West. These buildings, although some of them have been

extensively remodeled by the Geological Survey, largely retain the architectural style of the original. This style is in keeping with the lines of Lee's Ferry fort (site 8) and the structure adjacent to it. At least three of these buildings, the large residence (1), the small residence (2), and the cook house (4), are of sufficient historical importance and of sufficient interest in construction and setting to merit preservation.

Historic center of Lee's Ferry. Lee's Ferry fort (site 8) and the Spencer buildings (site 10) actually constituted the historic center of most activities in the Lee's Ferry area. The present facility for visitors is adjacent to these buildings. We urge that the area surrounding these buildings, especially those recommended above for preservation, and extending from the Chinle slopes to the back of them to the river bank in front of them, be preserved in a spirit in keeping with the environment as it was about the time that ferry service ceased in 1928. This, it seems to us, would be remarkably easy to do. No modern facilities now intrude in this area (beyond the Geological Survey cable tower). Perhaps some of the buildings could be opened for visitors along lines now followed at Pipe Spring National Monument.

We believe that the open areas around the buildings would be an excellent space in which to exhibit certain large relics reminiscent of the history of the area. The Spencer steam boilers now behind the garage (building 3, site 10) should be saved and set up in this area. A remnant of the Charles H. Spencer (site 11) should be salvaged and

placed in this area. The paddlewheel of the Navajo (site 19) should be brought to this site. Care should be taken not to destroy the inscriptions at site 13. The ferry mooring cable on the right bank at site 2 should be removed and placed at this location if for some reason that site is jeopardized.

It might be suggested in passing that Lee's Ferry would be a most appropriate place to display the several boats identified with Colorado River history now on display at the visitor center at Grand Canyon. As we have already noted, Lee's Ferry, from Powell's time to the present, is the one place that is most closely identified with river travel on the Colorado.

John D. Lee ranch. Lee's ranch, at the mouth of the Paria, where two of John D. Lee's log cabins remain intact, is a location of primary historical importance. We consider it to be most unfortunate that this property has not been condemned and included within the recreation area. As the ranch is a now-private inholding, there is nothing to prevent the owners from destroying the cabins or exploiting them to their own profit. We believe that condemnation is desirable to protect this historic spot and to prevent possible commercial development that might clash with the historical and scenic environment of the area. If this is not possible, the Lee cabins and other remains should be removed and installed in a proper setting in the historic center of Lee's Ferry described in the paragraphs immediately above.

New development. We urge that new developments of every kind at Lee's Ferry and environs be strictly in keeping with the historical

and scenic environment. We urge that existing historical remains--roads, dugways, trails, ferry sites, names on the rocks, etc.--be protected from vandalism and destruction and that they be brought into the interpretive program in a major way. We urge that the history of the Colorado River and the importance of Lee's Ferry in development of the West be the central theme in the interpretive program at Lee's Ferry.

Marble Canyon Dam. If Marble Canyon Dam is to be built, it is our understanding that the lake level at full pool would be approximately 3140 feet, perhaps higher. In view of the fact that so many of the listed sites would be inundated at the maximum level of the reservoir, all of the recommendations outlined above would require re-evaluation.

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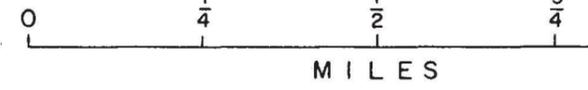
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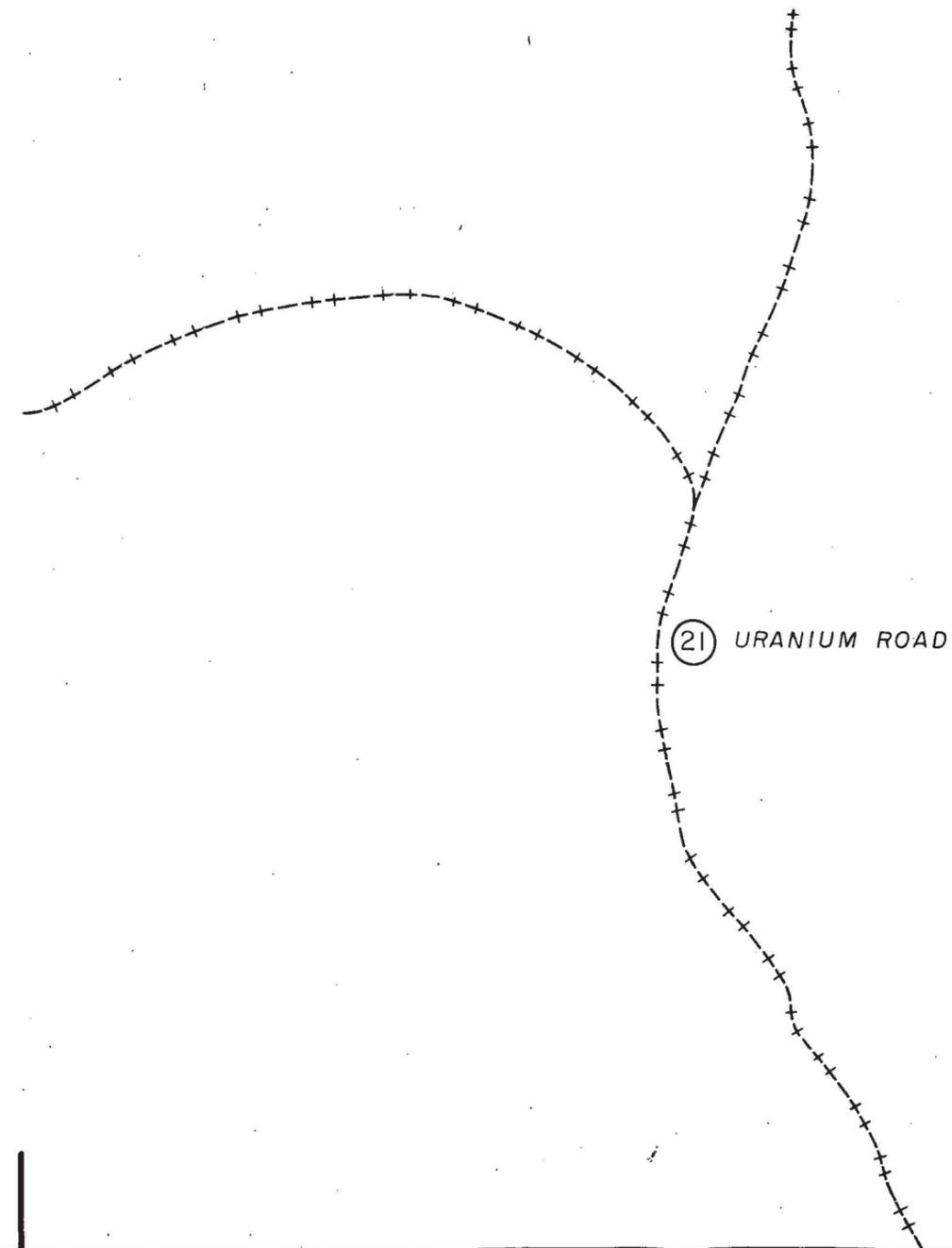
● (15) FISHER SPRING

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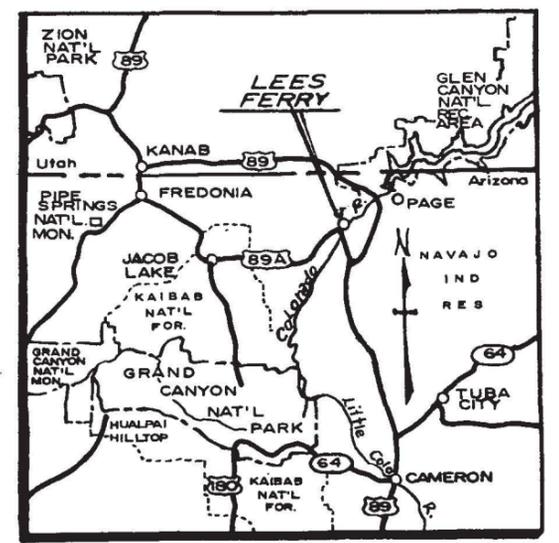
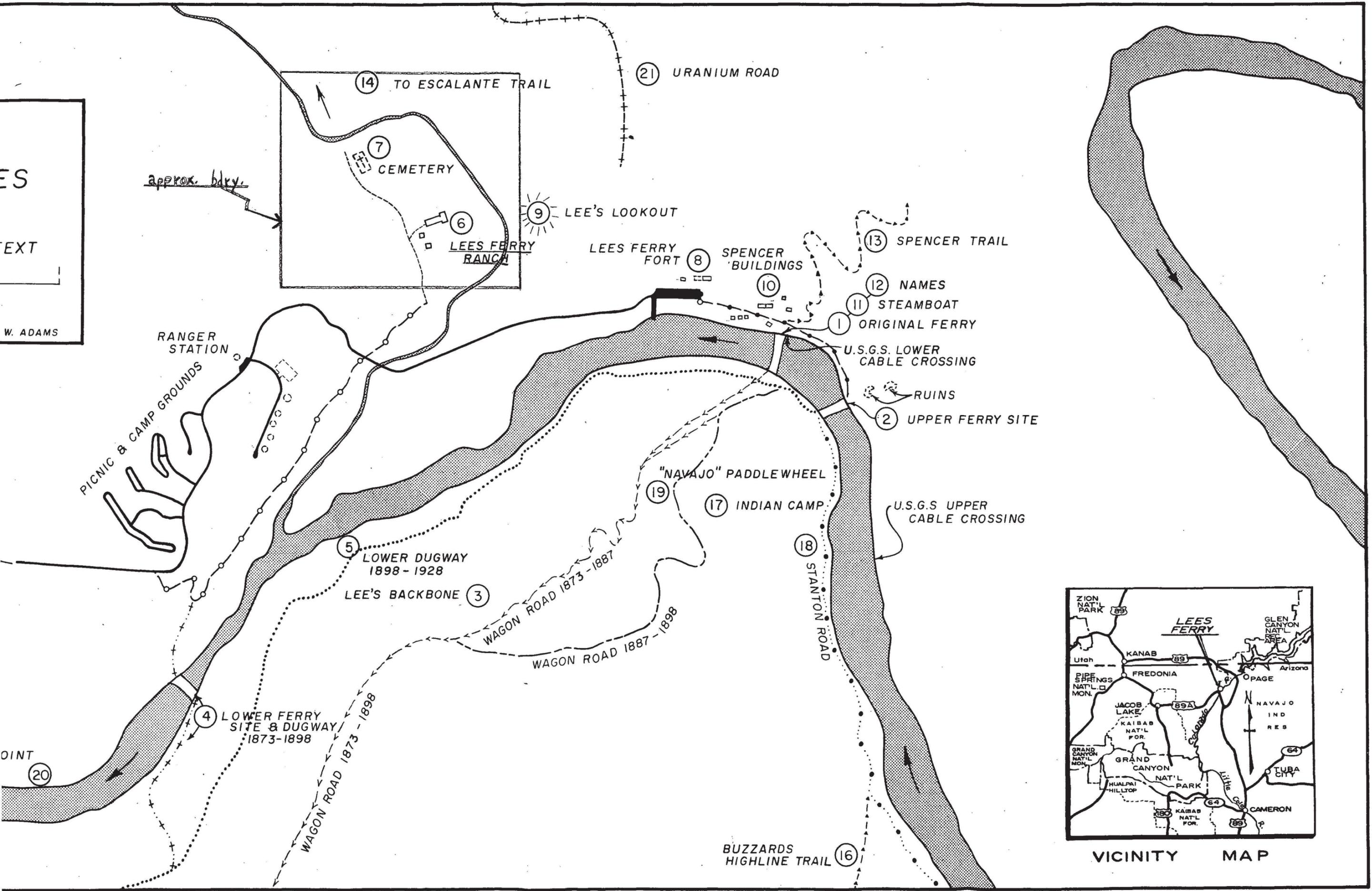


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