

# Sketches Of Mormon Trail

By DELPHINE SQUIRES

Saturday, July 14.—President Brigham first called the brethren together Saturday and said that as the crops were all planted it was time to explore for timber. He named eight men to accompany him on the next Tuesday, prepared for a weeks trip.

Monday, July 16.—Brother David Savage arrived with the California mail which brought letters and papers from friends at home. The next day the exploring party accompanied the mail carrier as far as Cottonwood Springs and camped there over night. Early the next morning they followed along the base of the mountains in a north-westerly direction under the guidance of an Indian boy. Found some good pine timber on a creek about eight miles off the California trail. Not more than 100 trees in the canyon. Arrived home Thursday about 1 p. m.

Friday, July 20.—The brethren viewed and accepted the fence which some of the brethren had made of mesquite brush to protect their fields from the cattle. The necessity of building some bridges across the creek and a water sect for the convenience of themselves and travelers was discussed and a committee appointed to superintend the building of them.

On Monday morning, July 23, all turned out to build the bridges, dig the water ditch and finish the fencing. The next day the carral was survey and things gotten in readiness to build it of mud. (Some of these mud wall are still standing.—Ed.)

Wednesday July 25.—Brother Hulse enjoyed green peas raised in his Las Vegas garden.

In a letter written July 25, 1855,

Elder John Steele says:

"There is a desert of 55 miles to cross, after leaving the Muddy before arriving at this place. At a distance of 25 miles there is some bunch grass and to all appearances there might be water found by digging a well and we have considered it for the accommodation of the travelers. It will be attended with considerable expense as the workmen would have to haul water 30 miles for their use while engaged in the operation. The mail contractor from California said he would give \$100 to help open the well. Hope and Congar offered \$20 for the same purpose and no doubt there will be many more who would gladly subscribe means to help bring forth water on the desert. The road in many places is greatly improved since I was over it in 1853, but there is yet room for improvement."

He speaks of their location at Las Vegas and the bountiful water supply; of how refreshing the water is to those who have traveled with slow ox-trains for 36 hours, and says there is none can realize how good thing a blessing is except those who are deprived of it.

He also tells of surveying the garden and 15 acre plots, thinking it would be enough for that year. The great quantities of mesquite brush was cleared off and used as a fence. A Corral, 8 rods wide and 150 feet long was fenced with mud where the cattle and horses were kept at night.

Speaking of the health of the camp he said there was a general weakness and the men could not work as hard as they were used to. The reason was, first the men had worked very hard to raise corn, etc., hearing that the wheat crop in Utah had been destroyed; second, the weather was very hot and their clothing not suited to it and lastly, and principally that they have nothing (with very few exceptions) to eat but hard bread and water to drink and for a

change water and bread. The cows are mostly dry. Still they were not discouraged and hoped for better times if not for themselves, then for their children.

He also tells of the making of the flag, which they raised on the 4th of July:

"I tore a piece of white cloth into strips also some red flannel, took some of the cloth and cut it into stars and with the assistance of Brothers Foster and Hulet had a very nice flag ready to fly by 2 o'clock in the afternoon. As we had no good timber a flag mast, 3 feet high, was made from a mesquite stump, a false wagon tongue and a tall willow."

The last day of July four of the men started with an Indian guide to again look for timber. They found plenty about 35 miles from camp but the road to it was very bad, and it would take a great amount of work to improve it so it could be used to haul timber over. They found very little water but good feed for their horses.

During the early part of October the men were busy making adobe bricks for the fort wall. On the 18th they had the first rain of the season and it did considerable dam-

age to the newly made brick. Three or four teams went to Cottonwood Springs for poles and also to get some iron which they had found lying there.

On Saturday, August 25, a Sandford and Banning wagon train arrived on its return trip to Los Angeles. The brethren found 14 head of emigrant cattle in their corn field where they had done considerable damage. The owners paid for the damages and the wagon train went on its way.

On Wednesday, July 29, the brethren had green corn roasting from their gardens.

### MARJORIE GUSEWELLE HERE

Miss Marjorie Gusewelle arrived home Wednesday evening from the university at Reno to spend the vacation with her parents, Mr. and Mrs. Frank Gusewelle.

### WEDDING CHRISTMAS DAY

The wedding of Miss Eleanor Moser and Mr. McCanahan which was to take place at high noon has been changed to 6 p. m. Christmas Day.

## Best Movie of 1937 Made by Buffalo Man



TO Hamilton H. Jones, amateur movie producer of Buffalo, N. Y., goes the honor of having made the best non-theatrical motion picture of the year. His film "Western Holiday" has won the Hiram Percy Maxim Trophy which is awarded annually to the producer of the best amateur motion picture of the year by the Amateur Cinema League, a non-commercial, international organization with members in more than sixty countries. The trophy, established by Mrs. John G. Lee and Hiram Hamilton Maxim, both of Hartford, Conn., surviving children of Hiram Percy Maxim, the famous inventor, is open to world-wide competition so that the winner may claim rightfully the world's amateur championship in the realm of motion pictures. "Western Holiday," the 1937 prize picture, consists of two reels in natural color depicting

scenes and activities in Victoria and Vancouver, British Columbia, Mount Robson Park, B. C., and Jasper National Park, Alberta, and the picture won against competition from England, Canada, Japan, France and Mexico, as well as other films from the United States. The layout shows Mr. Jones with the camera he uses and the Athabaska Glacier, a scene along the Columbia Ice Fields motor highway in Jasper National Park, which forms a part of the prize-winning film.



Earl "Dutch" Clark, who the experts admit is the greatest football player of modern times and who has starred at quarterback on the Detroit Lions professional team for several seasons, was presented with a 1938 Pontiac sedan just before the start of the annual Thanksgiving game with the Chicago Bears in Detroit. The car is painted in the blue and silver colors of the Lions, and has license plate number 7, which has been Clark's number throughout his professional career. This year he also carried the extra burdens of Lions' coach. Clark was the first player from the Rocky Mountain region to gain national recognition during his college days at Colorado College, and he is greatly interested in the current sensation, Whizzer White, from Colorado University, who has made almost every All-America selection this fall. Six other Detroit Lions players are driving 1938 Pontiacs. They are Jack Johnson, Frank Christenson, Bob Reynolds, Dutch Morse, Chuck Hanneman and Lee Kizzire.