



Card's-town (Cardston) - 1887

Charles Ora & Zina Y. Card



St. Mary River 1998.

Logan, Cache Valley to Lee's Creek
via
Fort Benton - Macleod Trail into Canada.
Home at last.

David L. Innes
H. Dale Lowry



A quest for religious freedom - Canada or Bust.

Max Pitcher wagon train (1998) re-enactment of the pioneers who came into Canada in 1887 seeking religious freedom and a refuge from persecution.



Max & Diana Pitcher and company (1998) wagon train re-enactment of the Charles Ora Card and pioneer's trek from Cache Valley, Utah to Cardston - 1887. (Seen here at the Commemoration cairn at the U.S./Canadian border September 1998).

“THREE CHEERS FOR CANADA AND OUR RELIGIOUS FREEDOM”

“1887 - Wagons Ho!” Three Cheers for Canada. Remembering the “Canadian Mormon Trail”

Forward

In 1997 the Church of Jesus Christ of Latter-day Saints celebrated its sesquicentennial anniversary of the arrival of the pioneers into the great Salt Lake Valley. During that year members of the Church throughout the world were asked to remember the faith, dedication, and sacrifice of their own local pioneer forefathers. As



part of remembering the faith of our local pioneers, Jack Stone, the Area Director of the Canada Central Area of Seminaries and Institutes, asked me if I would research the trail traveled by Charles Ora Card and the founding pioneers of Cardston as they journeyed from the U.S./Canadian border to Lee’s Creek.

In preparation for that assignment I visited with several of Cardston’s oldest residents, and the land owners over whose land the pioneers may have crossed. As I asked questions concerning the location of the trail used by Card and the founding pioneers, it became obvious they did not know it’s exact location. Most of them knew where the pioneers crossed the border, and approximately where they camped on Lee’s Creek, and perhaps one or two locations of the trail in between. Unfortunately no one knew the whereabouts of the complete trail.

After interviewing several individuals I was no closer to knowing the location of the trail than I was before I started asking questions. I had made notes on five possible routes, four places where the pioneers could have crossed the river, and three places where the pioneers possibly entered the present-day town site of Cardston.

The more I researched the trail, the more tender my feelings became toward those early pioneers. I realized that unless something was done to accurately preserve the memory of that trail as a reminder of the legacy of faith, dedication, and sacrifice left to us by the pioneers, the knowledge of the trail would be lost forever. It is difficult to explain, but I began to feel an inner urgency to map and document the route of the trail those pioneers once traveled.

To help with this project, I sought the assistance of a long time acquaintance, Dale Lowry¹, without whose help this project would have been impossible. Together, we have researched old journals, studied old newspapers, poured over old maps, have interviewed long time residents and current land owners. We have spent hundreds of hours traipsing around the country following old wagon trails, and plotting latitude and longitude coordinates of trails described on old maps to determine if these trails were part of the route followed by Card.

We now feel confident we have rediscovered the route of the main trail those pioneers followed. The trail has now been marked and documented. Detailed maps, complete with legal land descriptions and latitude and longitude coordinates have been prepared, showing the route of the main trail Charles Ora Card, and the founding pioneers of Cardston followed as they traveled from the U.S./Canadian border to their destination on Lee’s Creek.



We hope others will use this information to visit sites along this old historic pioneer trail. Since many of the most important segments of this trail can be viewed from public road allowances, there is very little need to cross onto private property. But if you must, it is important to do so only after receiving permission from the current land owners².

We express appreciation and thanks to our wives and families, who helped us in so many ways

to complete this project, to the land owners who allowed us to cross their land, and to the many individuals who so graciously provided journals, family histories, helped with maps, or answered our many questions, all of which became an integral part of this mammoth undertaking.

David L. Innes³
H. Dale Lowry



This compilation is dedicated to the memory and heritage of those who have gone before, leaving for us opportunities and blessings, and hope of a bright future. May God bless those noble spirits. And, as we carry the torch for those who will follow, may we be worthy of having the same said of us, after we too have completed our mortal sojourn.



This monument was erected, and dedicated June 3, 1987 in commemoration of the Mormon Pioneer settlers that came into Canada in 1887. Charles Ora Card and company crossed the US/Canadian border June 1, 1887 at the location where the original monument was located. (Built and dedicated June 1937, on the knoll in front of where the van is sitting, west of this present monument site). Rocky Mountains in the background.

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“1887 - Wagons Ho!” Three Cheers for Canada. Remembering the “Canadian Mormon Trail”

By David L. Innes and H. Dale Lowry.

Introduction

It is good to look to the past to gain appreciation for the present and perspective for the future. It is good to look upon the virtues of those who have gone before, to gain strength for whatever lies ahead. It is good to reflect upon the work of those who labored so hard and gained so little in this world, but out of whose dreams and early plans, so well nurtured, has come a great harvest of which we are the beneficiaries (Hinckley, 1984).



The major focus of this paper will be to document the Canadian portion of the trail used by Charles Ora Card, and the founding pioneers of Cardston⁴, as they traveled from the Cache valley area of Utah to southern Alberta⁵ in 1887.

In 1886, Charles Ora Card asked President John Taylor, the President of the Church of Jesus Christ of Latter-day Saints, for permission to leave the Cache Valley area of Utah and move his family to Mexico. President Taylor surprised Card by asking him to explore western Canada for a possible location in which “the Mormons” could settle (Godfrey and Card, 1993).

Within the year, a favorable settlement site was located. In the spring of 1887 Charles Ora Card, and many⁶ other dedicated and faithful “Mormons” from Utah, heeded the call from John Taylor to leave their established homes and farms in the Cache Valley area of Utah and settle in the British possessions of northwestern Canada. Their destination was a parcel of land situated on Lee’s Creek about two miles southwest of the junction of Lee’s Creek and the St. Mary River located in the Alberta portion of the North-West Territories (Godfrey and Card, 1993).

Since that time the knowledge of the actual main route these pioneers traveled, from the U.S./Canadian border to Cardston, has gradually been lost.

Sixty one years ago a monument was erected near the place where the pioneers crossed the border, between the United States and Canada, as a memorial to the founding pioneers and the trail they followed. The plaque on it stated:



McLeod Trail
Mormon Pioneers
Entered Canada Here
June 1-1887
Erected May 15-1937

Original monument. The trail was well known to the local residents then, as it was important enough to have been identified on several maps as a surveyed road, and drawn in detail on the early township maps of the area.

Another monument was erected in Cardston near the place where those pioneers first camped along the banks of Lee’s Creek on the evening of June 3rd, 1887. However, since that time, all of the original founding pioneers of Cardston have passed away. The monuments no longer stand in their

original locations, and many of the old timers that were familiar with the route and directions of the trail are no longer with us. So much of the trail has been plowed under, lost to road construction, or destroyed by other encroachments of civilization, that very little physical evidence of the trail remains. Modern township and topographical maps no longer show the complete route of the trail, and the maps that once showed the trail are either lost or buried out of view in various archives.

As a result, we concluded that the route Charles Ora Card and the founding pioneers followed needed to be revived in order to prevent it from being lost forever.

Fortunately, most of the names of the towns and villages the pioneers passed through, and the rivers they crossed in northern Montana, as well as in southern Alberta, and a description of some of the places they passed, are recorded in the journals⁷ of some of the founding pioneers of Cardston.

Innes and Lowry have been able to rediscover the location of the route of this trail. By using the modern technology of a small hand held global positioning satellite system called a GPS⁸, pioneer journals, old and modern township and topographical maps, bits and pieces of information remembered about the trail by some of Cardston's older residents, and information about the parts of the trail still visible as provided by current landowners has made this possible.

The trail used by Charles Ora Card and the founding pioneers of Cardston from the U.S./Canadian border can best be understood and appreciated by placing their travels in context with the history of northern Montana and southern Alberta.

Historical Overview

We must welcome the future, remembering that soon it will be the past. And, we must respect the past, remembering that it once was all that was humanly possible (George Sontayna).

The land these pioneers came to in 1887 was a young and sparsely settled land, but it was far from being a vast empty and uncharted wilderness. The Montana Gold Rush of 1862 brought thousands of miners into northern Montana and southern Alberta (Berry, 1995). By the time Card and the founding pioneers traveled to Lee's Creek, much of the land in northern Montana and southern Alberta had already been claimed, settled, and in some cases even fenced (Godfrey and Card, 1993; Bates, 1937). The prairie was no longer open and free. Two well-established trails connected Fort Macleod, Alberta to Fort Benton, Montana (Kennedy, 1991). In addition, another well-established road ran north from Fort Macleod to Calgary and onto Edmonton (Berry, 1995). The Canadian Pacific Railway had been completed as far west as Calgary by August of 1883 (Berry, 1995). In Montana the Northern Pacific Railway reached Miles City in 1881, and Billings, Livingston, and Helena in 1882. By 1887 a spur line was being constructed to link Great Falls with Helena (Overholser, 1987).

During the early 1800s, southern Alberta had more trade connections with northern Montana than with the rest of Canada. Prior to the coming of the railways most of the goods required by the early settlers of southern Alberta and northern Montana were purchased from merchants in Fort Benton, Montana, rather than from Hudson Bay Company merchants in Winnipeg (Darby, 1987). Unlike many other places in Canada, it was cheaper and more convenient for the early settlers of southern Alberta to have freight shipped from Fort Benton, rather than from Winnipeg. During the 1870s the bonded freight rate from Fort Benton to Edmonton was \$8.00 per hundredweight compared with \$18.00 per hundredweight for freight shipped from Winnipeg to Edmonton (Darby, 1987). The North-West Mounted Police, like all the other settlers in the area, were almost entirely

dependant for their supplies on the Fort Benton traders (Darby, 1987). It was simply cheaper to do business south of the border. Therefore a system of roads or trails was established to accommodate trade, traffic, and mail (Darby, 1987).

Most of this freight was shipped from St. Louis up the Mississippi/Missouri river system to Fort Benton, and then freighted by wagon to the scattered communities and settlements throughout the region (Berry, 1995; Overholser, 1987). For twenty years, from approximately 1870 to 1890, giant freighting and trading companies, such as the I.G. Baker Company and the T.C. Power Company, shipped hundreds of thousands of tons of freight throughout Montana and southern Alberta along the Helena Stage Coach and Mullan Road⁹, the Barker State Road, the Judith Basin Road, the Fisk Wagon Road, the Whoop-Up Trail (Berry, 1995; Overholser, 1987), and according to Kennedy (1991) along the Riplinger Road¹⁰.

In 1869 the Hudson Bay Company sold their claim to the land (British Territories) to the new Dominion of Canada. Unfortunately, when HBC legal rights became extinct, the two-year-old Dominion of Canada was utterly unable to exercise any law, order, or authority over the newly acquired land in the west (Overholser, 1987).

In the 1860s and early 1870s, the United States Government “undertook to enforce the law they had enacted years before, forbidding the sale of intoxicants to Indians. As a result of this action by the United States Government, a number of free traders conceived the idea of evading the liquor laws and maintaining their lucrative liquor trade by moving across the International Boundary into Canada” (Berry, 1995). In the minds of many traders, southern Alberta simply became an extension of the illegal liquor business they were doing in northern Montana with the exception that U.S. law enforcement officers, the sheriffs, the marshals, and the U.S. Cavalry would not cross the border dividing the United States of America from the Dominion of Canada to enforce U.S. Law (Berry, 1995). The Canadian Indians were as equally profitable targets for exploitation as the American Indian, so the traders took advantage of this situation and remained in Canadian territory (Berry, 1995). As a result there was no one to enforce the liquor laws, or any law for that matter, and a lawlessness developed in southern Alberta unequalled anywhere in the Dominion of Canada (Berry, 1995). This lawlessness greatly alarmed the newly formed Canadian Government, and obviously was a glitch in their settlement plans, and in their plans to build an east-west railroad. In 1873 a mounted police force, known as the North-West Mounted Police, was formed to bring law and order to the Canadian west (Overholser, 1987). As a result of the coming of the North-West Mounted Police, Fort Macleod became the trade and commerce center of southern Alberta.

Roads were laid out connecting Fort Macleod with Fort Benton, to accommodate the increased trade and commerce.

Two Trails into Alberta

The Whoop-Up Trail

The most famous road leading into southern Alberta was the Whoop-Up Trail. During the whiskey trading era, Fort Whoop-Up was built by J.J. Healy and A.B. Hamilton, and shortly thereafter a road was laid out from Fort Benton to Fort Whoop-up. Depending on which direction one was traveling, this road was called the “Fort Whoop-Up Fort Benton Trail” or the “Fort Benton Fort Whoop-Up Trail.” In time the trail became known simply as “The Whoop-Up Trail” (Berry, 1995).

This trail ran northwest from Fort Benton to Fort Conrad, then north to Shelby and Kevin. It crossed the border between the Dominion of Canada and the United States, six miles west of the present-day community of Coutts (Overholser, 1987; Berry, 1995). From the international border,

the Whoop-up trail ran northwest, passing about a mile east of the town of Raymond, around the north side of Temple Hill (a well-known landmark north of Raymond), and on to where the Old Man and St. Mary Rivers met a few miles southwest of the present-day city of Lethbridge, where Fort Whoop-Up was located (Raymond Remembered, 1993). After the North-West Mounted Police arrived in 1874, the trail was extended farther west to Fort Macleod (Berry, 1995). Fort Macleod then became the main trading center for southern Alberta.

The Riplinger Road

There was also another road, more to the west along the base of the mountains, which has been long forgotten by history and overshadowed by the fame and notoriety of the Whoop-Up Trail, known as the Riplinger Road or the Riplinger Trail (Kennedy, 1991). (By the time the "Mormons" used the road in 1887, the trail was simply referred to as the Macleod-Benton Trail). Long before the "Mormons" came, in fact long before any white men came to the area now known as northern Montana and southern Alberta, there was a network of trails running north and south. These trails were heavily used by the First Nations People, and referred to by the early settlers and trappers as the "Old North Trail"¹¹ (Reeves, 1990). This trail¹² was the main north and south route for both the Plains and Mountain Tribes of the Native Americans (Reeves, 1990).

It was along this trail, the Kainai (Many Chiefs), generally known as the Bloods, who reside today on the Blood Reserve in Southern Alberta; the Piikani (Peigan) comprised of two divisions - the Aamsskaapiikani (South Peigan), who reside on the Blackfoot Reservation in northern Montana and refer to themselves as the Blackfeet, and the Aapatohsipiikani (North Peigan), who reside on the Peigan Reserve in southwestern Alberta; and the Siksika (Blackfoot), who reside on the Blackfoot Reserve on the Bow River, southeast of Calgary, Alberta traveled (Reeves, 1990).

Marcella Walter describes "The Old North Trail"...

"In Montana, the Old North Trail system runs north to south - east of Chief Mountain, just west of Browning, farther west of Dupuyer and Choteau through Augusta to Wolf Creek, into the canyons of the Prickly Pear, along the Missouri River, and past Radersburg to Three Forks. From Three Forks major branches diverge to the east along the Yellowstone River, with a sub route heading into Yellowstone National Park and another to the southwest along the Jefferson River to the Great Salt Lake.

Especially in Blackfoot Reservation country, this system functioned with two primary corridors: the one on the plains used in summer, and a year-round route snuggled up against mountain curves and foothills, closer to predictable water, game, wood, hiding places, lookout points, and shelter. These two passages were laced together with side routes that followed drainages into and over the mountains to the west" (Montana Passages P.52).

According to Reeves (1990) part of the route of the Riplinger Road was developed along portions of the Old North Trail¹³.

During the early 1870's a whiskey trader by the name of John Reiplinger¹⁴ began using part of the Old North Trail as a means of getting his goods from Fort Shaw to Fort Macleod (Kennedy, 1991). Richard Shockley¹⁵ indicates "the earliest Whiskey Runners coming into southern Alberta simply loaded their wares on pack horses, and more or less followed the same north-south trails the Natives had been using for years," and then goes on to state that, "later when wagon and bull trains were used to bring more trade goods and legitimate freight into this area, the traders and freighters changed the route of the Old North Trail a little bit here and there to accommodate their wagons and teams"¹⁶ (Richard Shockley, personal communication, March 11, 1998). Gradually over time, the modified route of the "Old North Trail" became known as the "Riplinger Road" (Reeves, 1990).

The Riplinger Road started from "Fort Shaw on the Sun River, in Montana, and ran to Fort Macleod, Alberta. Leaving the Sun River area, the trail ran north to the Blackfeet Agency which was located just north of the present town of Choteau. From the Agency, the trail ran north of Robare on Birch Creek, and then continued north to Badger Creek. From that point it ran more or less north to Emigrant Gap¹⁷ and on to the International Border, from where it continued on to Fort Macleod" (Kennedy, 1991).

The Riplinger Road was established before the Whoop-Up Trail. However, the Whoop-Up Trail was the shortest and most direct route from Fort Benton to Fort Macleod, and as such became the preferred route.... Gradually over time, (as a freighting route) the Riplinger Road fell into disuse (Kennedy, 1991; Berry 1995). (Refer to George M. Dawson's 1884 Geological Map of the vicinity of the Bow and Belly River areas on page 36).

As further evidence that there were two well-established trails leading into southern Alberta from northern Montana, consider the following statements. In 1937, one of Cardston's long time residents, Fred Shaw¹⁸, described the two trails leading into southern Alberta.

Don't confuse the Whiskey Gap trail with the Mormon Trail. The Card company came through what was known as Immigration Gap which was south of Whiskey Gap. I think too, you should understand that there were two Benton Trails. One often read of the Benton Trail. Well, there was an Upper Benton trail and a Lower Benton trail. Cardston was on the Upper Benton trail and Lethbridge on the Lower Benton trail (1937, June 19, The Lethbridge Herald).

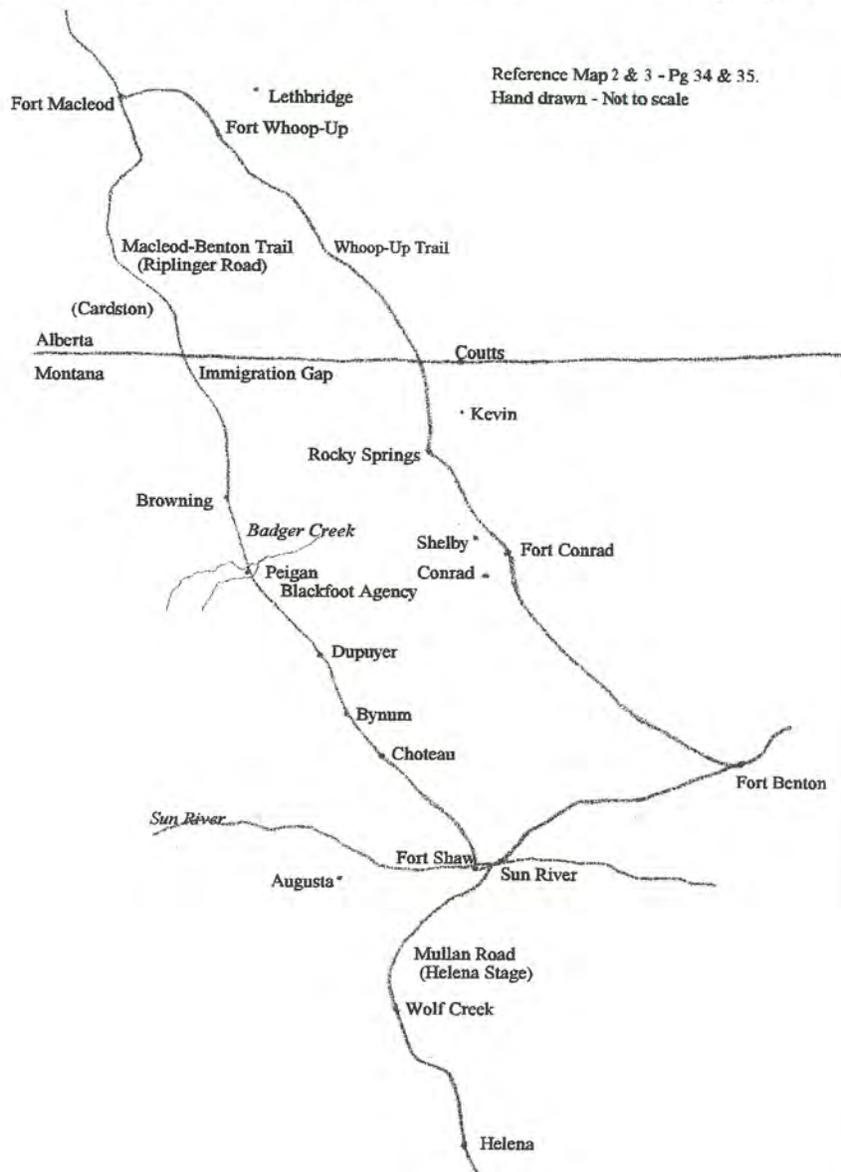
In 1926, an old time freighter, by the name of James W. Brown¹⁹ (also known as Diamond R. Brown), stated:

When I came to Montana in 1866 the only road on the reservation was called the "Red River Half Breed Cart Trail," which ran from Edmonton to Fort Benton. It ran along at the foot of the mountains on the east side just outside of the timber. It passed through Glacier National Park just below the railroad station of the Great Northern. It then kept along the foot of the mountains clear to Fort Edmonton.In 1871 quite a trade sprung up here between the Fort Benton people and the northern Indians. Those of us engaged in it at that time laid out another road leading from Fort Benton through to Canada....

When the Mounted Police came in, in 1874, there was another road laid out from Fort Shaw to McLeod, a mail route.... (Plassmann, 1926).

It is evident from the comments of both of these old timers that there were two roads leading into Alberta from Montana. (Refer to the Dominion of Canada 1888 Shew Map on page 37). The Upper Benton trail described by Fred Shaw was the Riplinger Road. The Lower Benton Trail was the Whoop-Up Trail. The Red River Cart Trail mentioned by James W. Brown was probably another name for the Old North Trail. The road laid out from Fort Shaw to Fort Macleod was the Riplinger Road, while the other road spoken of from Fort Benton to Canada, was the Whoop-up Trail. According to Kennedy (1991), the Riplinger Road²⁰ was also referred to as the "Mail Route"²¹.

Map Showing the Routes of the Riplinger Road (Macleod-Benton Trail) and the Whoop-Up Trail



The Riplinger Road in Northern Montana

The route of the Riplinger Road is clearly marked on several old maps of northern Montana. The route appears on an 1878 U.S. Army Corps of Engineer's map of northern Montana²² (Kennedy, 1991), James E. Wilson's 1881 U.S. Army Corp. of Engineer's map of northern Montana²³ (Map A-34, Archives Montana Historical Society, Helena); and on Crams 1896 Township Map of northern Montana²⁴ (Archives, Montana Historical Society; Kennedy, 1991). Partial copies of those maps are provided on pages 33 to 35 in Appendix one.

The route of the Riplinger Road is also well documented in official U.S. Government correspondence. For example, in a letter written by Lieutenant "F.V. Green of the Northern Boundary Survey,²⁵ he describes a trader's road known as the "Riplinger Road" along the base of the mountains to Fort Shaw" (Kennedy, 1991).

These maps show the Riplinger Road (from south to north) crossing the Sun River at the community of Sun River, Gravel Bottom Creek, the Blackfoot Agency, Muddy Creek, Dry Fork Creek, Birch River, Badger River, Two Medicine Lodge River, Cut Bank River, the South and North Forks of the Milk River, Immigration Gap in the Milk River Ridge, and finally the boundary line between the Dominion of Canada and the United States.

Charles Ora Card, the Mormons, and the Riplinger Road in Northern Montana

By the time Charles Ora Card, and his company of pioneers, came through Montana the Riplinger Trail was more commonly known as the Macleod-Benton Trail, and will henceforth be referred to by that name.

A careful comparison of the names of the towns, places, rivers and streams crossed by the Macleod-Benton (Riplinger) Trail in northern Montana to those names recorded in the journals of Charles Ora Card, Jane Woolf Bates, Mary Lula Woolf Ibey, John W. Woolf, Johannes Anderson, and Jonathan E. Layne, indicated that Charles Ora Card and the founding pioneers of Cardston followed the Macleod-Benton (Riplinger) Trail from the present-day village of Sun River²⁶ to the U.S./Canadian border.

There are just too many similarities between the names of the rivers, streams, and towns along the Macleod-Benton Trail in northern Montana to the names of the rivers, streams, and towns recorded in the journals of those early Mormon Pioneers, regarding the places they traveled through in northern Montana, for them to have been any place, other than on the Macleod-Benton Trail.

It is well established that Charles Ora Card and the founding pioneers of Cardston were on the Macleod-Benton trail when they crossed the border between United States and the Dominion of Canada on June 1, 1887, (Journal accounts, and the monument erected at the border crossing in 1937 commemorating this special event, with reference to the McLeod Trail on the original plaque, see page 1).

Card's diaries from May 24, 1887 through June 1, 1887 mention (south to north), the toll bridge on the Sun River²⁷, Choteau, and a recently constructed water ditch north of Choteau. They also mention the North Muddy Creek, Dupuyer, Birch Creek, the Peigan Indian Reserve, the Peigan Indian Agency, the Two Medicine River, the Cut Banks River, the South and North Branches of the Milk River, and the boundary line between the British possessions and the United States (Godfrey and Card, 1993). (See appendix two for the actual journal accounts of this part of the trip).

Jane Eliza Woolf Bates mentions the following rivers, streams, towns and places: Sun River,

the Peigan Reservation, the Peigan River (probably the Two Medicine River), Dupuyer, the Cut Bank River, and the boundary line between Canada and the United States (Bates, 1937, June 19, the Lethbridge Herald).

John W. Woolf specifically mentions Choteau, and the Sun River, Marious River, (the Cut Bank River is a branch of the Marias River), the Two Medicine River, and Whiskey Gap²⁸ (1937, June 19, The Lethbridge Herald).

Jonathan E. Layne mentions the Dearborn River, Augusta²⁹, Chateau, (Choteau), Dupuyer, Birch Creek, the Piegan (Peigan) Indian Reserve, the Two Medicine River, the Cut Bank River, Two Mile River (the North Branch of the Milk River), and the boundary line between Canada and the United States (Layne, unpublished personal history).

Johannes Anderson mentions Choteau (Anderson, Father as I knew Him, an unpublished life story).

Once again, considering there were only two major routes into Alberta in the 1880s, and considering the similarities between the names of the places, rivers, streams, and towns along the route of the Macleod-Benton Trail (Riplinger Road), and the names of the places, rivers, streams, and towns along the route traveled by Charles Ora Card, and the founding pioneers of Cardston, it is logical to conclude Card and company traveled along the Macleod-Benton Trail (Riplinger Road) through northern Montana.

The chart on page 9 shows a comparison of some of the more important places common to both the maps showing the route of the Macleod-Benton Trail (Riplinger Road), and the places recorded in the journals of the founding pioneers of Cardston.

Pioneer Maps and Charts

Some of the journals of Cardston's founding pioneers indicate they were following a chart, or a map. For example, Sam Anderson recorded the following about his father, Johannes Anderson's memories of the trek northward:

When we got to a place in Montana called Choteau there were people living there and they were going to try to start a town there if they could induce enough people to come and stay. They tried their level best to get us to stay, but after spending the night we rose early to be on our way so we bid them farewell. They gave us some beans and we headed north again. They thought we were already a long way from any towns and clear out of civilization. But we knew where and why (we) were going, and had our chart made by a chosen man of God and of the President of this the True Church of God....The next evening we camped by another stream, and we were just getting ready to eat our supper, when a wagon came over the hill. (Thomas R.) Leavitt said "who can be following this close behind." In those days you didn't know who might be going through the country. He drove up to our camp and asked if he might camp with us. We told him he could. As soon as he had taken care of his horses, he came over to the campfire and asked, "Are you following Charles' map?" That was all they needed for an introduction. We were glad that he had caught up to us, and he was sure happy when he found who we were. He was John E. Layne, (Jonathan E. Layne) and traveling alone (Anderson,

Father as I knew Him, an unpublished life story).

Since the Riplinger Road was marked on both the 1878 and 1881 U.S. Army Corps of Engineers maps of northern Montana, and on George Dawson's 1884 survey of the Bow and Belly river area, it is possible that similar maps were available to Charles Ora Card in 1886 and in 1887.

Maps of Riplinger Road	Charles Ora Card Diaries	Personal History by Jane Eliza Bates Woolf	John W. Woolf 1937 Newspaper account	Personal History of Jonathan E. Layne	Personal History of Johannes Anderson
Sun River	Toll Bridge Sun River	Sun River	Sun River		
Choteau	Choteau		Choteau	Chateau	Choteau
Blackfoot Agency	Blackfoot Agency				
Muddy Creek	North Muddy Creek				
Dupuyer	Dupuyer	Dupuyer		Dupuyer	
Birch River	Birch Creek			Birch Creek	
Piegan (Peigan) Agency	Peigan Indian Agency	Peigan Reservation		Peigan Indian Reserve	
Two Medicine River	Two Medicine River		Two Medicine River	Two Medicine River	
Cut Bank River	Cut Banks River	Cut Bank River		Cut Bank River	
South Branch Milk River	South Branch Milk River				
North Branch Milk River	North Branch Milk River				
Border	boundary line	boundary line		boundary	

The Canadian Mormon Trail

Since Charles Ora Card and the founding pioneers of Cardston followed the Riplinger Road through northern Montana, or the Macleod-Benton Trail³⁰ as it was known by the time the Mormons used it in 1887, it is reasonable to assume they continued to follow this well established trail to within a few miles of their destination on Lee's Creek. The Lethbridge Sheet of the 1910 Sectional Survey map of Alberta³¹ clearly shows the route of this trail, from the U.S./Canadian border to Fort Macleod,

passing one and one half miles to the east of the present-day townsite of Cardston. Under the adverse weather conditions that Charles Ora Card and the small company of pioneers were traveling, it would be unreasonable to consider that they would not stay on the well established route of the Macleod-Benton Trail with its tried and proven place to ford the raging St. Mary River. Their journal entries confirm that they crossed the river at this location. Also the original cairn at the US/Canadian border, identifying where the pioneers crossed the border, is in the immediate vicinity of the Macleod-Benton trail as documented on the earliest available maps.

The route of the Riplinger Road is clearly marked and labeled on George Dawson's famous and historic 1884 Survey of the Bow and Belly River Area³², on both the 1886 and 1888 North-West-Mounted Police Shew³³ Maps³⁴, and as previously mentioned on the Lethbridge sheet of the 1910 Alberta Sectional Survey Maps. In addition, the route of the Macleod-Benton Trail is shown in minute detail on several old township maps³⁵ compiled from topographical surveys completed in 1881, 1888 and 1889. These two trails (roads), for the most part, are one and the same.

Without the details provided on those early township maps it would have been impossible to rediscover and map the route followed by Card and the other pioneers from the U.S./Canadian border to Lee's Creek. In the one hundred and eleven years that have passed since Cardston was first settled, so much of the trail has been plowed under, lost to road construction, or other encroachments of civilization, that very little physical evidence of the trail remains.

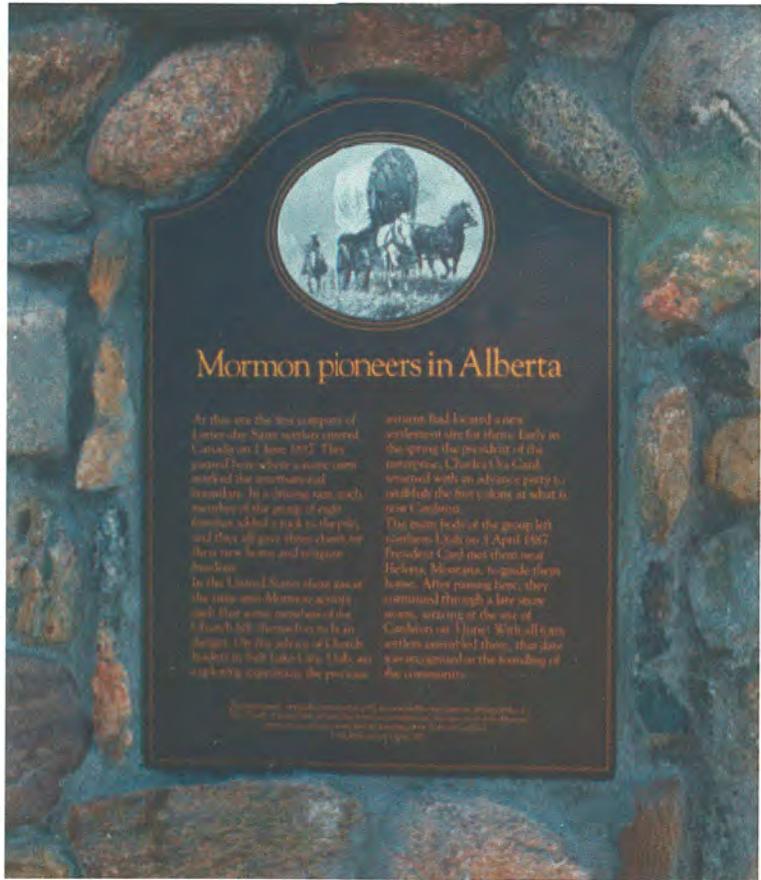
In order to rediscover the trail, the latitude and longitude coordinates³⁶ of the Macleod-Benton Trail, as shown in minute detail on the early township maps, were calculated and recorded. To help place all the information gleaned in context with a 1998 setting we had a map showing the route of the Macleod-Benton Trail, as recorded on the earliest township maps, superimposed onto the most modern, latest up to date maps available, through the use of "state of the art" digitalized map-making technology. Latitude and longitude coordinates were also overlain on the map one minute apart, and Dominion of Canada legal land descriptions were added, to make the map extremely accurate and "user friendly." Dale Lowry then used the GPS to determine the latitude and longitude coordinates for those parts of the old trail still visible. A careful comparison was made, of the latitude and longitude coordinates of any old wagon ruts still visible, to the coordinates plotted for the Macleod-Benton Trail, to determine if they were part of the original trail or not. That same process was used in reverse to determine the location of parts of the trail that had been plowed under, lost to road construction, or the other encroachments of civilization. The latitude and longitude coordinates, for parts of the trail no longer visible, were determined from the maps, and then the GPS was used to locate the coordinates on the ground. Gradually, after hundreds of hours of calculating, plotting, measuring, studying, and walking the route of the trail, a reasonably accurate³⁷ profile of the route of the Macleod-Benton Trail was developed³⁸.

*The trail Card followed from the U.S./Canadian Border to Lee's Creek has now been rediscovered, documented, recorded, mapped and flagged.*³⁹

The following pages contain a detailed description of the trail used by Charles Ora Card, and the founding pioneers of Cardston, as they traveled from the U.S./Canadian border to their destination on Lee's Creek. This description includes detailed maps of the route and direction of the trail. A compiled description of the land the trail passed over, with latitude and longitude coordinates, legal land descriptions, several photographs of the old trail and a copy of a map showing the route of the trail and the current (1997) land owners, which are included as part of this detailed depiction.



Plaque from the original monument, erected in 1937 at the location where the original party of Charles Ora Card, and the founding pioneers of Cardston, entered Canada, and gave three cheers for Canada and their liberty at a rock pile mound marking the Canadian/US boundary, June 1, 1887.



Plaque on the newly erected monument (1987) Commemorating the arrival of Charles Ora Card and the pioneers who came to Canada in 1887.



Stone pile trail marker



Original trail is just west of this fence line.
←

At the left, an old wagon wheel at rest.

Old Chief mountain, a prominent land mark in this area.

G.P.S. Readings*: Canadian-US Border (Immigration/Immigrant Gap) to Cardston

Macleod - Fort Benton (Mormon) Trail**.

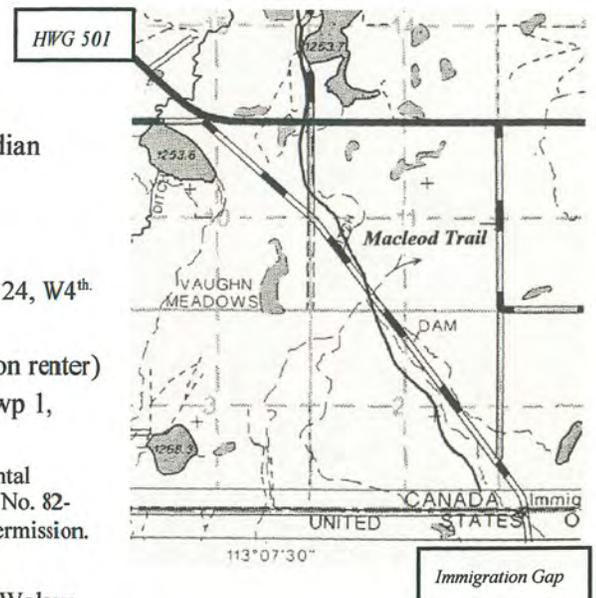
Latitude (Deg/Min/Sec)

Longitude " " " Location

00	N48° 59' 59.0" W113° 05' 45.4"	New monument - relocated site. → SW¼ Sec 1, Twp 1, Rge 24, W4 th Meridian. Roadway →
01	N48° 59' 54.4" W113° 05' 58.2"	Original cairn site.- D&W Nish Farms Ltd SE¼ Sec 2, Twp 1, Rge 24, W4 th . US/Canadian border → → →
02	N48° 59' 54.6" W113° 05' 52.7"	Macleod - Fort Benton Trail (Riplinger) border crossing. Cultivated
03	N49° 00' 22.9" W113° 06' 19.7"	Trail crosses E/W¼ section line, E½ 2, Twp 1, Rge 24, W4 th Meridian SE¼ D&W Nish Farms Ltd. NE¼ Ralph & Thomas Neilson Cultivated
04	N49° 00' 36.4" W113° 06' 33.1"	N/S¼ section line - N½ Sec 2, Rge 24, W4 th NW¼ Brian & T. Wolsey Cultivated (Ralph Neilson renter)
05	N49° 00' 49.5" W113° 06' 47.1"	E/W section line - Sec. 2 & 11, Twp 1, Rge 24, W4 th . Pasture A partial copy of Alberta Environmental Protection, Resource Access Map, Sheet No. 82- H-03 produced August 1997. Used by permission.
06	N49° 00' 56.0" W113° 06' 50.3"	West side fence line, gravel road. SW¼ 11-T1-R24-W4 th Byron & E. Wolsey. Road - NW/SE through SW¼ 11-T1-R24-W4 th .
07	N49° 00' 59.1" W113° 06' 50.8"	East side fence line. SW¼ 11-T1-R24-W4 th . Pasture
08	N49° 01' 15.6" W113° 07' 00.0"	Byron H. & Edna Wolsey. E/W¼ section line - Trail turns N.W. NW¼ 11-T1-R24-W4 th . Frank Aldridge. Cultivated
09	N49° 01' 23.2" W113° 07' 10.5"	East side of road, trail crosses west section line, NW¼ Sec.11, Twp 1, Rge 24, W4 th Meridian. Roadway.
10	N49° 01' 25.1" W113° 07' 11.5"	West side of road, trail crosses into NE¼ 10, Twp 1, Rge 24, W4 th , turns north. Byron & Edna Wolsey. Cultivated



Vehicle at original site.



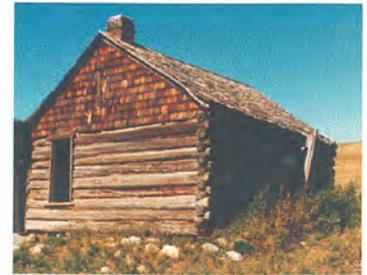
Old Chief Mtn as seen from the trail area.

SE 2-T1-R24-W4th

- 11 N49° 01' 41.7" South side fence line - Hwy #501
W113° 07' 12.0"
#501 highway
- 12 N49° 01' 42.7" North side fence line - trail crosses into
W113° 07' 12.0" SE¼ 15-T1-R24-W 4th.
Pasture - Non-native Byron & Edna Wolsey
Trail continues in a northerly direction passing on
the west side of a sizable lake located in the W ½ of
Sec 14-T1-R24-W4th.
- 13 N49° 02' 07.1" In 1962 Byron H. Wolsey found an 1887 U.S. \$5.00
W113° 07' 13.0" gold coin in this area. ↗
Barnyard area
- 14 N49° 02' 11.9" E/W section line E½ 15, T1, R24, W4th
W113° 07' 13.2" Trail continues north. NE¼ 15-T1-R24-W4
Campbell field (Rita Burt)
Cultivated
➔ Branch Trail N.W. to the original Taylorville settlement.
(Ralph & Jane Neilson) Taylor Log Cabin still standing.
Cultivated
- 15 N49° 02' 22.1" Campbell Field (Rita Burt) fence line.
W113° 07' 27.2" NE¼ Sec 15, Twp 1, Rge 24, W4th ↘
Pasture
- 16 N49° 02' 34.7" E/W section line, Campbell (Burt) / R. Neilson
W113° 07' 20.3" NE¼ Sec 22, Twp 1, Rge 24, W4th
Pasture
- 17 N49° 02' 37.8" East side of non-standard road - original trail.
W113° 07' 18.5" SE¼ Sec 22, Twp 1, Rge 24, W4th
Pasture Ralph & Jane Neilson
- 18 N49° 02' 39.3" Branch trail S.E. to Whiskey Gap
113° 07' 17.6" and quarantine station.
Pasture
- 19 N49° 02' 40.2" Rolph Creek crossing
W113° 07' 20.4" SE¼ Sec 22, Twp 1, Rge 24, W4th
Ralph & Jane Neilson
Pasture - Probable camp site area.



David Innes holding the flag.



Original trail above Rolph Creek



1998 - Max Pitcher (1887) wagon train re-enactment.



Original trail to Rolph Creek Crossing & campsite.

- 20 N49° 02' 52.1"
W113° 07' 24.4" Original trail continues N.NW.
Trail enters non-standard roadway.
[East side fence line] No visible trail.
Taylorville Cemetery road west.
NE¼ Sec 22, Twp 1, Rge 24, W4th East of road - Byron H. & Edna Wolsey. West of road - W. & N. Steed. The maps of the 1880's show that the trail crossing through this quarter aligns very nearly on the existing non-standard roadway which divides the Wolsey & Steed properties.
- 21 N49° 03' 28.2"
W113° 07' 40.8" "T" intersection - Danny Green Hill.
Trail continues N.NW. through SE & NW quarters of Section 27, Twp 1, Rge 24, W4th. Lynn & Barbara Nish, and SW¼ Sec 34, Twp 1, Rge 24, W4th Gor-Rae Farms Ltd.
Cultivated - [East side on the shoulder of the road. N49° 04' 38.4" - W113° 08' 27.5"]
- 22 N49° 04' 41.3"
W113° 08' 28.7" Cross road into E½ Sec 33, Twp 1, Rge 24, W4th.
Trail turns northward. Kash & Kari Farms Ltd.
Cultivated
- 23 N49° 05' 11.9"
W113° 08' 40.7" Cross road into sections 4 & 9, Twp 2, Rge 24, W4th running approx. 20° west of north through the east half of section 4, and 40° west of north through the SW¼ sec 9, entering the present roadway just south of the NW corner of this quarter.
SE¼ Sec 4, Twp 2, Rge 24, W4th - Kash & Kari Farms Ltd.
NE¼ Sec 4, Twp 2, Rge 24, W4th - D & W Nish Farms Ltd.
Section 9, Twp 2, Rge 24, W4th - Karliss N. Stewart.
Roadway
- 24 N49° 06' 58.0"
W113° 09' 51.6" Roadway - intersection, sections 8, 9, 16 & 17, Twp 2, Rge 24, W4th M.
Trail follows the present roadway 1 mile north, turns left and continues through the SE¼ Sec 20, Twp 2, Rge 24, W4th and south half of NE¼ Sec 20, Twp 2, Rge 24, W4th in a north north-westerly direction. Dennis W. & Joan Smith.
- 25 N49° 08' 26.2"
W113° 10' 18.3" Cultivated
Original trail breaks over the hill and down a shallow draw. S½ of NE¼ Sec 20, Twp 2, Rge 24, W4th
Dennis W. & Joan Smith.
- 26 N49° 08' 30.5"
W113° 10' 24.2" Grass
Fence line, bottom of hill, Double Anchor Ranch home. A home and stable were in this vicinity in the 1880's. Trail continues the same angle, through NW¼ Sec 20, Twp 2, Rge 24, W4th M. Double Anchor Ranch, to SW¼ Sec 29, Twp 2, R 24, W4th at a distance of approximately .24 km west of the east boundary of this same quarter, designated as the North West Mounted Police Reserve. (Double Anchor Ranch)



27 N49° 08' 46.3"
W113° 10' 28.5"

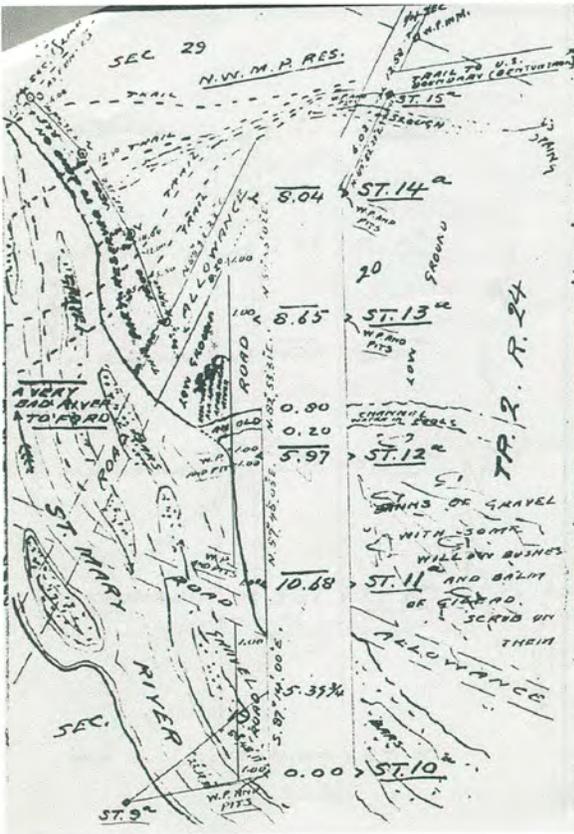
Grass

North West Mounted Police Post.

The 1888 surveyed Macleod - Benton trail shows the trail as follows: (cont.)
The trail then continues due west approx. .164 km, turns south-westerly approximately .24km to the west boundary of the NW¼ of Sec 2, Twp 2, Rge 24, W4th, turns due west approximately .202 km, crossing the St. Mary river just south of the (then) divisional course of the river. NE¼ Sec 19, Twp 2, Rge 24, W4th Trail turns in a northerly direction along the river valley paralleling the river. SE¼ Sec 30, Twp 2, Rge 24, W4th Meridian.

Hutterian Brethren of East Cardston Colony.

Note: Through the years, due to floods in this area, the river course has changed significantly many times. Since the identified crossing was used in the 1880's the river divided, has moved further west, with the division now further up stream to the south. Several other established crossings, in the general vicinity of the North West Mounted Police Reserve, are also shown in the field notes, July 25th to August 14th 1894, of surveyor Fred W. Wilkins.



St. Mary River division.



Trail on the island leading down to the west branch of the St. Mary River. (1998 photo)



Trail leading up from the west side river crossing. (1998 photo)

Hutterian Brethren of East Cardston Colony.

28 N49° 08' 50.9"
W113° 11' 08.7" River crossing, west side of river, east & south of the earlier N.W.M.P. Post. (Later the Pilling home site)

Pasture

29 N49° 08' 52.7"
W113° 11' 15.2" Trail leading up from the river crossing, east of the Pilling home site.

Trail continues in a northerly direction, up a slight incline, out of the valley into a meadow.

Pasture

30 N49° 09' 07.8"
W113° 11' 17.8" Approx. distance from the river crossing to the south boundary of NE¼ Sec 30, Rge 24, W4th is 1km. The 1888 map shows the surveyed road (Macleod - Benton Trail) going due west from here.

East Cardston Colony.



Pasture

31 N49° 09' 05.2"
W113° 11' 18.9" Another trail, which is still used today, turns sharply to the S.W. as soon as the meadow is reached, and continues to the top of a low slope hill above the meadow.

Grass land.

32 N49° 08' 58.4"
W113° 11' 24.4" Here a fork of this old trail turns 90° down the hill in a north-westerly direction

Pasture

33 N49° 09' 00.8"
W113° 11' 32.4" Bottom of the hill the trail curves left, skirting the upper end of the meadow in a slow right curve, joining the trail from the east approximately .4 km west of Reference #30. This old trail is not shown on the early maps. It was probably developed after the general settlement of this area.

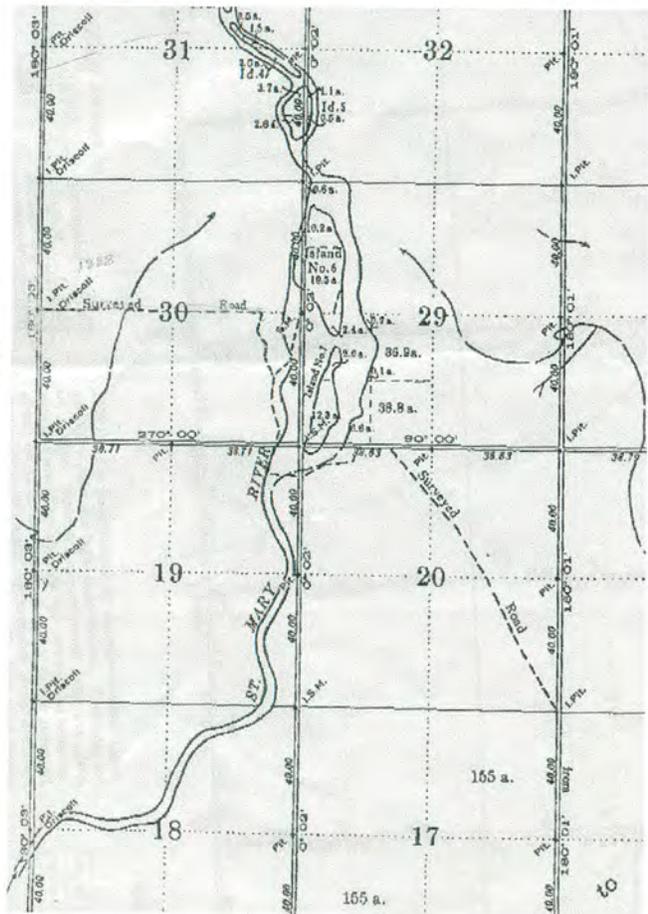
East Cardston Colony.



Pasture

34 N49° 09' 07.7"
W113° 11' 43.0"

Trail cuts through the S.W. corner of N.E. quadrant of Section 30, continuing through NW¼ Sec 30, Twp 2, Rge 24, W4th, in a



Township 2, Rge 24, W4th - 1888

mean west north-westerly direction. (1881 map)
Kenneth & Linda Jensen

- Pasture - Snake Creek.
35 N49° 09' 09.6" Possible Snake Creek crossing.
W113° 11' 51.0"
- Pasture
36 N49° 09' 09.3" Probable Snake Creek crossing in the proximity of the present road.
W113° 11' 52.7" Ample evidence of old wagon trail on the up slope of the hill, parallel to the south side of the present grade and continuing west from the top of the hill. There is a deflection in the roadway near the top of the hill at: N49° 09' 09.2" - W113° 12' 06.1". This is the trail shown as a surveyed road from Macleod to the International Boundary on the 1888 survey maps. [This trail turns into the present grade near the base of the hill, west of the bridge].
[There is a trail shown on an 1881 map continuing from the Snake Creek crossing in a west north-westerly direction to the top of the hill, then deflecting north west across the NW¼ Sec.30, T2, R24, W4th intersecting the N/S roadway at N49° 09' 22.4" - W113° 12' 22.5". [There is no visible evidence of this trail].
- Roadway
37 N49° 09' 08.0" Trail turns north along the present road allowance.
W113° 12' 22.9"
- Roadway
38 N49° 09' 22.8" Trail deflects into NE¼ Sec 25, Twp 2, Rge 25, W4th meridian,
W113° 12' 24.4" continuing in a north north-west direction through the SE & NW quarter sections of Section 36, Township 2, Range 25, West of the fourth meridian. James L. & Thora Jensen.(S.E ¼)
Dewain Jensen.(N.W.¼)
- Cultivated
39 N49° 10' 26.0" Trail crosses the E/W roadway, cutting across the SW corner of
W113° 13' 31.2" SW¼ Sec 6, Twp 3, Rge 24, W4th M.
- Cultivated
40 N49° 10' 37.8" Trail crosses the East Cardston Colony N/S roadway, continuing
W113° 13' 37.8" in a north north-westerly direction across the north-east corner of SE¼ Sec 1, Twp 3, Rge 25, W4th and in a mean north-westerly direction through the NE & NW quarter sections of Sec 1, Twp 3, Rge 25, W4th meridian. East Cardston Colony.
- Cultivated
Trail swings in a westerly direction as it passes through the south western part of SW¼ Sec 12, Twp 3, R25, W4th meridian.
- Road allowance.
41 N49° 11' 24.7" **Major junction:** [Road allowance] **Macleod Fort Benton Trail**
W13° 15' 06.0" swings due north to the Blood Reserve and on to Fort Macleod.
- Cultivated
Pioneer Trail to Cardston continues west through the southern edge of Section 11, Twp 3, Rge 25, W4th meridian.
- Cultivated
East Cardston Colony (SE¼)
James & Lisa McHaffie (SW¼)

- 42 N49° 11' 21.8" W113° 15' 45.0" N/S fence line between SE¼ & SW¼ Sec.11, Twp 3, Rge 25, W 4th James & Lisa McHaffie
- Hay field
- 43 N49° 11' 22.5" W113° 16' 26.8" Trail crosses the regulation road allowance and continues 200± meters in a westerly direction into the SE¼ Sec 10, Twp 3, Rge 25, W4th meridian. Trail angles right following a north north-westerly direction, exiting at the north west corner of this quarter. James & Lisa McHaffie
- Roadway - By-Pass & 5th Ave east intersection.
- 44 N49° 11' 44.9" W113° 17' 07.0" Trail crosses the By-pass road entering the south east corner of the NW¼ Sec 10, Twp 3, Rge 25, W4th. Continuing in the same direction across the by-pass road and on to a point where the old Lee Creek bed and the by-pass road intersect.
- Town of Cardston
- 45 N49° 12' 07.8". W113° 17' 36.1" Old creek bed near 2nd St. East and the present by-pass road where Lee Creek crossed into the Blood Reserve..
- Town of Cardston
- 46 N49° 11' 58.2" W113° 17' 54.7" June 3, 1887 (Cardston) - Home at last. Camp site, east side of Lee Creek. [Presently the N.W. corner of 3rd Ave and 1st Street east intersection]. Location of the monument erected by the Town of Cardston depicting the original camp area of C. O. Card and his company of founding pioneers of the Town of Cardston, June 3, 1887. [The monument has since been removed due to traffic conflict] Flood conditions in this area since 1887 have changed the course of Lee Creek. This location is presently west of Lee Creek. In 1887 Lee Creek was on the west side of this location.

Special notes:

Sp. note*) The U.S. military controls and randomly changes the timing of the civilian satellite signals to purposely limit the true point accuracy of civilian G.P.S. readings. Meaning that a given location reading can vary from time to time depending on the signal timing, as first described, and the accuracy range of the instrument used. (Military Ground Position Satellite readings are 100% true point consistent, but such devices are not available for civilian use. P.24 G.P.S. Made Easy)

Since surveyed routes, as shown on official survey maps, are considered as reasonably accurate legal information, civilian G.P.S. readings are tremendously helpful in determining locations and confirming given information. All readings are accurate within the terms of the finite accuracy limitations, as described, at the time they were taken. Though there will always be an element of variableness with the civilian G.P.S. instrument readings, they are considered insignificant for our purposes in this report. The allowable true point accuracy guarantee of the G.P.S. instrument used for these readings is in the range of ±5 to 15 meters.



Sp. note:**) This trail has been identified by various names through the years by different people, such as:

“Riplinger (Road) Trail”; “Upper Whoop Up Trail”; “Macleod Trail”; “Macleod - Benton Trail”; “Mail Route”; “Pioneer Trail”; “Card or Mormon Trail”; and part of the “Old North Trail.”

The Old North Trail was not a single trail, but was of a multiple nature, most frequently referred to as the *inner*, through the forested area near the base of the mountains, and the *outer*, further east across the plains, and was used regularly by the native people. It is believed that many parts of those trails were first established by animals traveling through their places of grazing, watering and migration, and were thus followed by the Indians seeking game, and for their seasonal migrations, war party activities, seeking trade with other tribes, and later with trading posts as the shipment of goods up the Missouri River from St. Louis to Fort Benton was established. Fur companies and trading posts flourished, bringing about the demise of the great herds of buffalo by 1883-84, as buffalo hides and robes were a high trading commodity.

A major triangular route was set up between Fort Benton, Helena & Fort Macleod. Those routes were well established and used by the time Charles Ora Card and his company of “Mormon settlers” came to Canada (Cardston) in 1887. Some modern highways now have a general alignment with many parts of those trails.

Note: All land ownership identifications have been taken from the Municipal District of Cardston No. 6 map, dated September 15, 1997, used by permission. HDL/98/08/09.



Max & Diana Pitcher

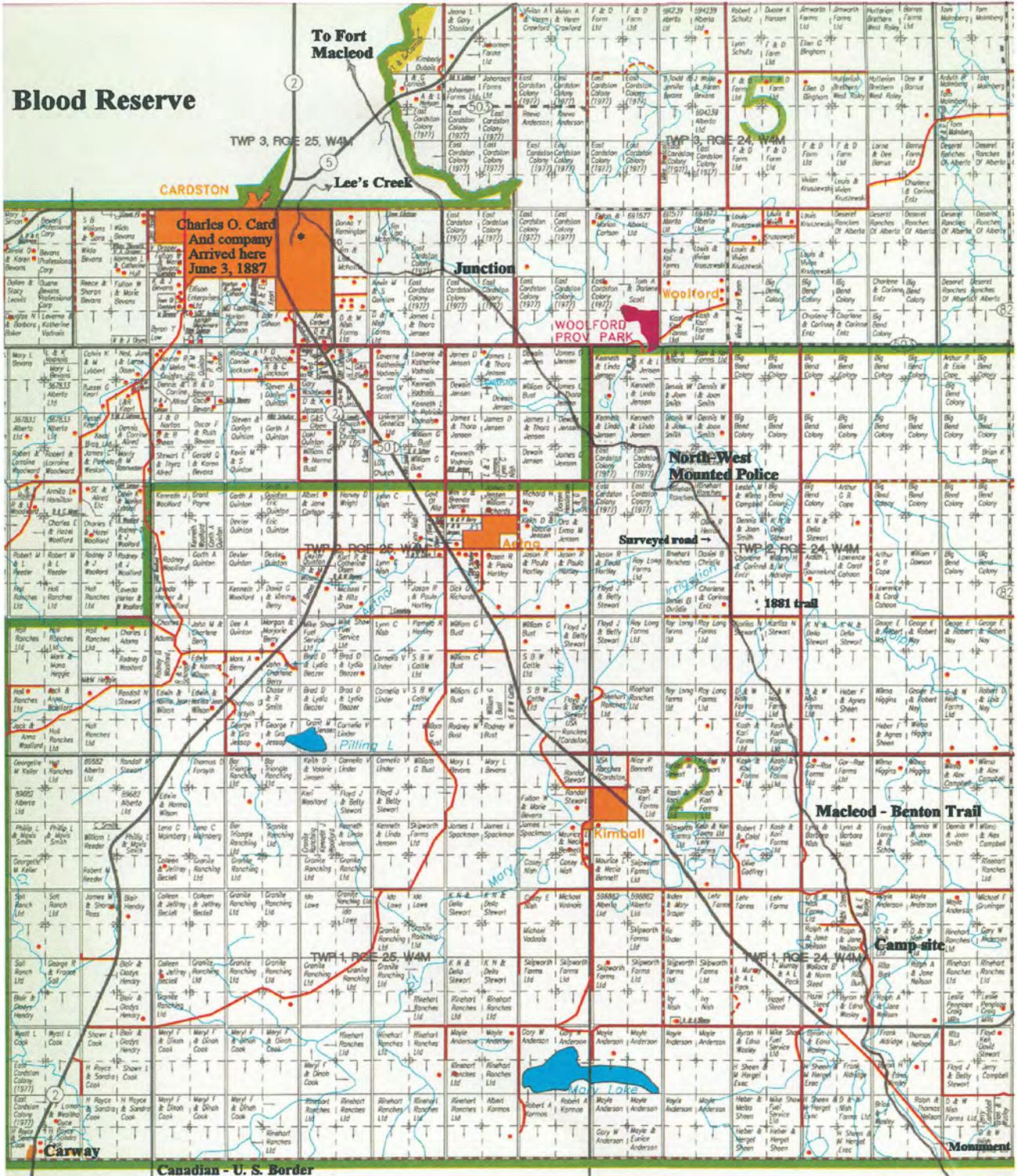


Max Pitcher's 1887 wagon train re-enactment as they approach the U.S./Canadian International Boundary, [September 1998] after passing through Immigration Gap in the background.



The elements and the seasons take their toll on people, rivers, trails, and all things that are so much a part of our everyday lives. In this we are all the same. Nothing is exempt.





↔ Main "Old North Trail" area ↔

Immigration Gap

**Municipal District of Cardston #6, Province of Alberta
Land Ownership Map - September 15, 1997**

(Macleod-Benton and C. O. Card company information superimposed)
(Map used by permission - 11/98)

Additional Details About The Trail

The journal entries of the founding pioneers are rich with details about the route they traveled. History records that Charles Ora Card and the main company of Saints crossed the border between the Dominion of Canada and the United States on Wednesday, June 1, 1887. Two days later on Friday, June 3, 1887 they arrived at their destination on Lee's Creek. Thomas R. Leavitt and his family, along with Johannes Anderson and his family, and Jonathan E. Layne arrived at Lee's Creek on May 25, 1887. Samuel Matkin and his wife arrived a few days prior to the arrival of Leavitt, Anderson and Layne. Andrew Allen and Robert Daines had been at Lee's Creek for several weeks plowing and planting before any of the other founding pioneers arrived.

Between June 1, 1887 and June 3, 1887, Charles Ora Card recorded the following entries in his journal:

Wednesday, June 1, 1887--Today we resumed our march and about 9 A.M. we crossed the north fork of the Milk River in a rain storm which lasted about an hour and about 10:30 A.M.**we crossed the Boundary line between the British possession and the United States, halted and gave **three cheers** for our liberty as exiles for our religion. We drove North as far as Willow Creek and camped about 2 P.M. for the night. Shortly after we camped, it began to rain which lasted through the night but ended in about 4 inches of snow.

Thursday, June 2, 1887--Although it stormed nearly all the fore noon it cleared up about noon & we went to work and made our Boat preparatory to crossing the St. Mary's on the morrow. To night we had a sharp frost. I should here relate we held a fast day & had a little meeting in the evening. I advised the brethren and sisters to be guarded in their sayings before strangers, also told them to ask the Lord [to] open the way that we might cross the River in safety. We all made it the burden of our prayers in public & secret.

Friday, June 3, 1887--Today we landed on the South Bank of the St. Mary's River about 10 A.M. I met Serjt. Brimner who piloted me across on horse back and Bros Miles and J.A. Woolf followed after which we double hitched teams and crossed with safety by 1 P.M. During the 48 hours previous to our arriving here the stream fell about 18 inches which just allowed us to cross safely for which we are all grateful (Godfrey and Card, 1993). (All words are typed as Charles Ora Card wrote them regardless of spelling).

Years later Jane Eliza Woolf Bates wrote the following concerning their travels and the events that occurred during those three days: (endnotes added)

It was June 1st, at 10 A.M. when Brother Card stopped his team and helped Aunt Zina to alight over the wagon wheel. They stood by a pile of stones. He waved his hat and shouted something which none could

hear but all understood. Wagons were drawn up while smiling occupants climbed out over the wagon wheels and gave their heartiest salutes: "Hurrah for Canada!" "Canada or bust!" "Three cheers for Canada!" Laughter and gladness on every side: Snatches of songs were sung. Each selected a stone which was added to the fast growing mound which marked the boundary line. We had reached the new home land. We were nearing the end of the trail. The new land was indeed an ever growing source of wonder and delight..... We drove north as far as Willow Creek. And camped about 2 P.M. at a spot where the Taylorville school house⁴⁰ now stands. Johnny shot two wild ducks. What a welcome change to the bill of fare. It began to rain as soon as camp was made and kept it up all night until about noon on the following day.

Thursday, June 2nd, was a fast day⁴¹ accordingly, fast meeting was held and special prayers offered for our continued safety, especially in crossing the swollen waters of the St. Mary's River. Some Indians had recently drowned in the treacherous and ever-swelling stream. Work must ever accompany the faith of these hardy pioneers, so after the prayer meeting they immediately set to work to build a flat-bottomed boat to aid in the crossings. The lumber they had bought was soon converted into a boat. The women and girls assisted by keeping the tar hot, cutting strips of gunny-sacking which they dipped in the tar for caulking the cracks. George L. Farrell and Josiah Hammer were the able builders of the boat.

On arising at 3 A.M. the following morning, June 3rd, President Card was delighted to find there had been a severe frost during the night. Arousing the camp, an early start was made. They were met at St. Mary's River by Sergeant Brimner of the North-West Mounted Police, who informed them that because of the frost the water had fallen eighteen inches, and that it would not be necessary to use the boat. This word was received with great relief and gratitude, for all felt that an answer to their prayers had been graciously granted by Providence. On his excellent mount, Sergeant Brimner very kindly gave the men all possible assistance. The wagon boxes were tied down so they could not float away. Even so, the water ran in, soaking everything. With the Sergeant piloting the way, several trips were made double team each time, crossing and re-crossing, until the seven wagons were safely across as well as the stock and drivers. The crossing had been accomplished in four hours and at ten A.M., when they were across⁴², it began to rain again. They later learned that by sundown of that day the St. Mary's was again at its former high level. On they went joyfully, for traveling in the rain was no hardship now as they looked forward to the last lap of the long journey. No more rivers to cross; no more mountains to climb; peace and rest from

weary travel was soon to be had for all, after an eight-week trip. Lee's Creek was just ahead (Bates and Hickman, 1960). (Spelling is as recorded, endnotes added).

In her autobiography, written several years after the events had taken place, Mary Lula Woolf Ibey recorded the following: (endnotes added)

A thrilling experience and a test of faith was experienced as they neared the Canadian border. 'I shall never forget the first time I saw a Mountie.' We were forced to camp on account of heavy rains. In the early afternoon, two Northwest Mounted Police in their bright scarlet coats rode into camp, talked for some time to President Card, then rode away. I shall never forget the seriousness of the situation. President Card said he was told the St. Mary's River was so high it would be impossible for us to cross it, and when the snows started to melt it would be weeks before we could cross. President Card called all members together. We knelt in solemn appeal as he asked our Father in Heaven to subdue the elements and make it possible to reach our destination. He asked the men to make a raft; all boxes and wood were assembled, and they worked part of the night. The provisions were running low and some members were ill. The next morning the same Mounties rode into camp and a miracle had happened--the waters had gone down four or five⁴³ feet during the night and if we would hurry we could cross the river before the snow melted. The sun was shining warm and bright. We crossed safely and did not use the raft. As soon as we were safe on the other side, the river started to rise, and it was weeks before anyone could cross (Ibey, unpublished personal history).

In an article written for the special Golden Jubilee Edition of the Lethbridge Herald, published June 19, 1937, John W. Woolf stated:

On the third of June we drove down to St. Mary's River where the first white settler we had seen in several days--a man by the name of Gene Kent kept a stopping place. We also met two mounted policemen⁴⁴ who showed us the ford across the St. Mary's River which was very deep and the water ran very swiftly. We tied our wagon beds down so they would not float away and doubled up teams and managed to get across. We landed at Lee's Creek on the third of June. (The Lethbridge Herald - June 19, 1937)

Almost ten days, prior to the arrival of Card and the main company of pioneers, Jonathan E. Layne and a few other families reached their Lee's Creek destination. Concerning their travels, Jonathan E. Layne wrote: (Endnotes added)

(May 1887) 23rd, crossed the Cut Bank River, camped on a small

creek, crossed the Two Mile river and the boundary line between Canada and the United States. Camped on Willow Creek on the 24th. The 25th, crossed the St. Mary's River at a Police detachment, ford deep, swift and dangerous. We got over all right and on May 25th, at 2 o'clock arrive at Lee's Creek, our destination. We found Brothers Matkin and wife, Andrew Allen and Robert Daines. They were plowing and planting and were very glad to see us and we were very glad to see them and rest a little. On the 26th, we looked around for a place to put in a little garden and in the afternoon we went to plowing and putting in a garden. The 27th, plowing and planting garden seeds; the 28th, Brother Thomas Leavitt and myself started to Fort Macleod to report to the Custom Officer of our arrival in Alberta; that night we camped near Standoff, the 28th, saw many Indians who were camped all wrapped in their blankets and piled up in a cottonwood tree, this being their mode of burying their dead. There were others buried in the ground in the usual way except they were buried just where they happened to die. We got to the agency about noon and found the Belly River so high we could not cross. We waited till in the afternoon of the next day, the 29th, but could not cross. The Indians were swimming their horses across. They would ride their ponies into the water till they began to swim, then the Indian would slip off behind and each hold on to the ponies tail and thus reach the other side and when the pony could touch bottom, they would put their hands on the ponies hips and jump on his back and thus come out of the water. They were shouting and laughing all the time, although the water was quite cold, coming directly from the snow mountains west of us, sixty miles distant. The 30th, we returned to Lee's Creek, not having accomplished our object. The 31st, plowed and planted potatoes, wheat and oats.

June 1, snowed and rained all night. Snowed two inches deep in the morning. The 2nd, plowed in the afternoon. The 3rd, plowed some, burned some brush so as to plant some garden. 4th, rained nearly all day; about 4 o'clock⁴⁵, Brother Card and company arrived; consisted of Bishop George L. Ferrell, of Smithfield; Brother R. Miles; Brother J. A. Hammer; Brother John A. Woolf and their families; Brother Mark Priest and son and two or three young men. We were truly glad to see them. They camped on the east side of the creek. We were camped on the west side so we crossed over to see and talk with them, although it was raining most of the time. It rained all night and snowed all day. Six inches fell, wet heavy snow, wind in the north, drove our stock off to the south drifting places 18 inches deep, and it took two or three days to go off. A high frost followed doing but little damage (Layne, unpublished life history).

Archie G. Wilcox⁴⁶, although not a pioneer, provides some of the best recorded information

available. In 1953, he wrote:

On the first day of June, Card's tired company arrived at the North Milk River in a heavy rain storm and at ten-thirty A.M. the international Boundary Line was reached. Here the company halted and "gave three cheers for our liberty as exiles for our religion."

That night it snowed four inches but the air was mild and soft. The St. Mary's River was expected to be higher than ever so the men set about at once to construct the boat for which provision had been made. On the third day the outfits broke camp and headed for the St. Mary's River where they were met by Sergeant Brimner of the North-West Mounted Police. He said the snow had actually checked the rise in the River and that it was even perceptibly lower by eighteen inches than the previous two days. Sergeant Brimner felt the crossing could be made in safety by doubling the number of teams on each wagon. At ten o'clock the first team pulled into the stream and was piloted across without mishap by the mounted policeman. In three hours all the outfits had safely maneuvered the breathless crossing of the swollen stream. All were very thankful to have been spared the burden and delay that building a boat and dismantling their outfits would have entailed⁴⁷.

The Mormons were now nearing their future home on Lee's Creek and though the rain was again pouring down, it could not dampen their spirits. The entire camp was happy and grateful that the long journey had drawn so nearly to a close. Late in the afternoon they pitched their tents on the south bank of Lee's Creek, home at last after eight weeks on the trail (Wilcox, 1953).

The place where the pioneers crossed the Border

Concerning the place where the pioneers crossed the border, Charles Ora Card indicates they stopped at the boundary between United States and the British possessions of Canada and gave three cheers "for our liberty as exiles for our religion"(Godfrey and Card, 1993).

Eliza Jane Woolf Bates indicated they crossed the border near a pile of stones, the wagons were drawn up while smiling occupants climbed out over the wagon wheels and gave their heartiest salutes: "Hurrah for Canada; Canada or bust; Three cheers for Canada. Laughter and gladness on every side, snatches of songs were sung. Each selected a stone which was added to the fast growing mound which marked the boundary line (Bates and Hickman, 1960).

The pile of stones described by Jane Eliza Woolf Bates was undoubtedly one of the cairns erected marking the boundary between the United States and Canada. Concerning piles of stones used to mark the boundary line between Canada and the United States, Berry (1995) states:

The 49th Parallel was established as the boundary line between Canada and United States for that part of their territories east of the Rocky Mountains by Convention between the governments of Great Britain and the United States, October 2, 1818... There was no immediate necessity for marking the line even after it was decided upon, since there were no white men in any numbers in the area, and the Indians would have found no value in the establishment of the "Medicine Line." However, as traders and miners came to the western frontier area, the survey of the boundary became more and more urgent, and the International Boundary Commission was set up in 1873-4. Until the line was marked, every man carried his own law in his holster and Jack Colt was the supreme arbiter. The Commission was working on the area which eventually became the Alberta-Montana boundary in the summer of 1874, and had it completely marked before the police came west in the fall of that year. The Commission was no small surveyor's party, but a well-equipped corps of men. The Canadian contingent was made up of 300 men in the surveying party, and a corps of mounted scouts, while the Americans had 250 men escorted by two troops of the 7th U.S. Cavalry and five companies of U.S. Infantry.

The boundary was marked with stone cairns placed at half mile intervals, so that no longer was there any doubt as to what territory belonged to each government (Bold text added) (Berry, 1995).

In 1937, as part of the Golden Anniversary celebration of the coming of the "Mormon Pioneers" to the Cardston area, the Alberta Stake of the Church of Jesus Christ of Latter-day Saints erected a small stone cairn at the place where the pioneers crossed the border, and stopped to add a stone to the pile of stones marking the boundary between the United States and Canada. (Matkin, T.M., Taylor, K. J., and V.A. Wood, 1995). Unfortunately, over the years vandals and the harsh Canadian weather wreaked havoc with this monument so it was removed in 1987 (Ralph Neilson⁴⁸, personal communication, January 28, 1998).

Concerning the location of where the pioneers crossed the border, Byron Wolsey⁴⁹, a long time resident of the Cardston area, stated:

In 1937, fifty years after the "Mormon Pioneers" crossed the border into Canada, the Alberta Stake of the Church of Jesus Christ of Latter-day Saints, as part of the "Golden Jubilee Remembrance Ceremonies" erected a small stone cairn on the border between United States and Canada to mark the place where those early pioneers entered Alberta. As a young boy I helped carry the rocks to build that cairn. The old stone cairn was located about 300 meters west and a little to the south of where the monument erected in 1987 now stands. The original cairn was right on the border. People had a real problem getting to the old cairn, as it was located across a field on private property. The U.S. border patrol did not like people crawling through

the fence dividing the United States from Canada and walking up the road⁵⁰ on the U.S. side of the border to the old monument, so it was removed in 1987 (Byron Wolsey, personal interview, February 11, 1998).

In 1987 the original stone cairn was dismantled and removed. In its place the Cardston Stake of the Church of Jesus Christ of Latter-day Saints erected a new rock cairn on a public road allowance near the place where the early pioneers crossed into Canada. The original monument was about 1/4 mile west, and about 100 yards south of where the monument erected in 1987 now stands. This monument can be reached by traveling south from Cardston on highway number 2 to the junction of highway 501. Turn left onto highway 501, and follow this highway for nineteen kilometers (11.8 miles). At that point turn right onto a gravel road. This gravel road forks almost immediately, but stay to the left, taking the left fork. Travel about five kilometers (3.8 miles) down this road until the monument is reached. The monument is located on the road allowance about 100 yards north of the International Boundary, in the south west corner of section 1, Township 1, Range 24, West of the Fourth Meridian (SW ¼ 1-Twp 1-R24-W4) and at latitude⁵¹ and longitude coordinates of N48° 59' 59.0" and W113° 05' 45.4". A plaque on the east side of that monument states:

At this site the first company of Latter-day Saints entered Canada on 1 June 1887. They paused here where a stone cairn marked the international boundary. In a driving rain, each member of the group of eight families added a rock to the pile, and they all gave three cheers for their new home and religious freedom. In the United States there was at the time anti-Mormon activity such that some members of the Church felt themselves to be in danger. On the advice of Church leaders in Salt Lake City, Utah, an exploring expedition the previous autumn had located a new settlement site for them. Early in the spring the president of the enterprise, Charles Ora Card, returned with an advance party to establish the first colony at what is now Cardston.

The main body of the group left northern Utah on 3 April, 1887. President Card met them near Helena, Montana, to guide them home. After passing here, they continued through a late snow storm, arriving at the site of Cardston on the 3 June. With all forty settlers assembled there, that date was recognized as the founding of the community.

This monument, originally constructed in 1937, was restored by the Cardston Alberta Stake of The Church of Jesus Christ of Latter-day Saints to commemorate the centennial of the Mormon Pioneers' entry into Canada and the founding of the Town of Cardston. It was dedicated on 3 June 1987.

The plaque from the cairn erected in 1937 is mounted on the west side of this monument. Detailed research done by Innes and Lowry on the location of the Macleod-Benton Trail shows that the surveyed trail crossed the border at the bottom of the hill on which the monument was erected in 1937. More than likely Charles Ora Card and the small company of pioneers with him pulled off the main trail and went to the top of the hill where a pile of stones marked the boundary line between

Dominion of Canada and the United States. Crossing the border was a moment to be remembered and celebrated.

Willow Creek

The next segment of the trail of particular significance is Willow Creek. It is obvious from the comments recorded in the journals of Charles Ora Card, Jane Eliza Woolf Bates, and Mary Lula Woolf Ibey that Willow Creek must have been fairly close to the border. Both Card and Bates state they drove north as far as Willow Creek, and made an early camp around 2:00 p.m. (Godfrey and Card, 1993; Bates and Hickman, 1960).

Mary Lula Woolf Ibey indicates a storm forced the pioneers to make an early camp at Willow Creek (Ibey, unpublished autobiography).

The name "Willow Creek" does not appear on any early township or topographical maps for the area between the U.S./Canadian border and Cardston. A creek by that name appears on the early township maps near Fort Macleod, but there was no official indication that a creek by that name existed in the Cardston area. However, there is a small creek by the name of "Rolph Creek" approximately three miles north of the border, that the Macleod-Benton Trail crossed.

The small creek identified by the pioneers as "Willow Creek," must have been "Rolph Creek." The place where the original trail intersects and crosses Rolph Creek is located in the SE ¼ 22-Twp 1-R24-W4 and at a latitude of N49° 02' 40.2" and at a longitude of W 113° 07' 20.4". Concerning the location of Willow Creek, Byron Wolsey stated:

Willow Creek as it used to be known is just a couple of kilometers north of my house. The official name of that creek is Rolph Creek. When I was growing up, everyone used to call this creek Willow Creek, because of the large number of willows growing in the creek bottom. I think the official Government map makers named this creek Rolph Creek in honor of some men⁵² by that name that used to farm near the creek (Byron Wolsey, personal communication, February 11, 1998).

It was at Willow Creek (Rolph Creek) that Card and the main company of pioneers were forced to camp for two nights (Wilcox, 1951). It was at their campsite on Willow Creek that they constructed a boat to help them cross the St. Mary River (Bates and Hickman, 1960). It was at Willow Creek that they fasted and prayed that they might cross the St. Mary River safely (Bates and Hickman, 1960).



Willow (Rolph) Creek crossing and camp area of Charles O. Card and Company, June 1 & 2, 1887.

[Max & Diana Pitcher (1887) Wagon Train re-enactment group, September 1998]

The North-West Mounted Police Post

In his diary, Charles Ora Card mentions they were piloted across St. Mary River by a Sergeant Brimmer of the North-West Mounted Police (Godfrey and Card, 1993). Jane Eliza Woolf Bates indicates Sergeant Brimmer met them as they traveled to the St. Mary River and then helped them cross the raging stream (Bates and Hickman, 1960). Mary Lula Woolf Ibey indicates two North-West Mounted Police men rode into their camp on Willow Creek (Ibey, unpublished personal history). Jonathan E. Layne states that they crossed the St. Mary River near a police detachment (Layne, unpublished life history). All of these statements seem to indicate the trail they were following passed fairly close to the North-West Mounted Police Post that had been established near the St. Mary River in 1882 (Poole, 1974).

The use of modern digitalized mapping technology identified the Macleod-Benton Trail (Riplinger Road) passing on the south side of the North-West Mounted Police Quarter which was located in SW 1/4 29 -Twp 2-R24-W4. A map of the Municipal District of Cardston No. 6, showing the current landowners, page 20, indicates the North-West Mounted Police quarter was located on land currently owned by The Double Anchor Ranch. The North-West Mounted Police Quarter was about six and a half miles northwest of where the pioneers were camped on Willow Creek (Rolph Creek). The old N.W.M.P. compound⁵³ was located at a latitude and longitude of approximately N49° 08' 46.3" and W113° 10' 28.5".

Concerning the location of the old North-West Mounted Police post, Guy Bowlby⁵⁴ stated:

I can show you the place where it used to stand. Nothing is left of it, but I can show you where it is used to be. When I first moved onto this land, some old posts, and a few rocks of some of the old foundations, could still be seen. However, over the years the posts rotted away, and the rocks have been scattered. The old North-West Mounted Police Post was located about a quarter of a mile northwest of my home (Guy Bowlby, personal communication, February 10, 1998).

In 1937, fifty years after the "Mormons came, Fred Shaw⁵⁵ stated the following about the location of the old North-West Mounted Police post.

There was a Mounted Police detachment on the St. Mary's where the Upper Benton trail crossed the river. The detachment was just above the old Pilling house, four miles southeast of Cardston. Two Mounties were there when I first visited the post--Tom Clarke of Macleod, who writes interestingly of the old days for the Herald and Will Higinbotham cousin of the well-known J.D. Higinbotham, pioneer druggist and postmaster of Lethbridge and writer of the book, 'When the West Was Young.' The old detachment was flooded out in 1888 and a new one was built on the east side of the river. (Staff, 1937, June 19, the Lethbridge Herald)

Colin Poole, a man who has done extensive research on the North-West Mounted Police states the following about the location of the old N.W.M.P. detachment on the St. Mary River:

This detachment was located on the St. Mary River about eight miles southeast of Cardston...From 1882 until 1885 the detachment was stationed in log buildings on what was likely the west side of the St. Mary River. In his annual report for 1882, Superintendent Crozier stated that the outpost was already too small and that an addition had been made. In 1885, Superintendent Cotton stated that the old buildings were too dilapidated for habitation and that new ones were necessary. These were erected during that year, but where in relation to the earlier ones is not stated. Then, in 1887, Superintendent Neale, in a letter to the Commissioner, stated that '.....at St. Mary's the river changed its course and is now flowing on each side of the station which will necessitate its being pulled down and rebuilt elsewhere.' This recommendation was acted upon in 1889 when new frame buildings were erected on the east side of the St. Mary River, somewhere opposite the earlier site (Poole, 1974).

The place where the pioneers forded the St. Mary River

Jonathan E. Layne indicated the place where they crossed the St. Mary River was near a police detachment, and that the water in the ford was deep, dangerous, and swift (Layne, unpublished personal history). Jane Eliza Woolf Bates states they were met at the St. Mary River by a Sergeant Brimmer who helped them across the river, and then describes crossing the river:

The wagon boxes were tied down so they could not float away. Even so, the water ran in, soaking everything. With the Sergeant piloting the way several trips were made double team each time, crossing and re-crossing, until the seven wagons were safely across as well as the stock and drivers. The crossing had been accomplished in four hours (Bates and Hickman, 1960).

Since 1887, the St. Mary River has changed its course many times, so the exact place where the pioneers crossed the river may never be known. However, concerning the possible places where the pioneers could have crossed the river, Guy Bowlby has stated:

The quarter on which the old N.W.M.P. post used to be on is literally crisscrossed with old wagon trails. It must have been a very busy place. There are lots of tracks in different places leading to the river, but some of the most pronounced are located near the south end of that quarter. By the number and depth of the wagon ruts in that area, I think the pioneers crossed the river on the south side of the quarter owned by the N.W.M.P. There is a good place to ford the river there. I have driven both a wagon hitched to a team of horses and a tractor across the river at that ford many times. It is a very good place to cross the river (Personal Communication with Guy Bowlby, February 10, 1998).

The river is an important part of the overall trail. It is evident from the journal entries of the founding pioneers that Charles Ora Card and the company of pioneers with him felt that a special miracle occurred at the river, as a result of their fasting and prayers. According to the personal histories of Jane Eliza Woolf Bates, and Mary Lula Woolf Ibey the river was too high to cross safely, and that President Card had been advised that it would be weeks before anyone could cross the river safely (Bates and Hickman, 1960; Ibey, an unpublished personal history). Both Bates and Ibey indicate the pioneers fasted and prayed that they could safely cross the river and arrive at their destination at Lee's Creek in a timely manner. There is no doubt in the minds of those pioneers that their prayers had been answered. As a result of their faith and prayers, the river dropped 18 inches-- just enough to allow them to cross over safely.

The trail on the west side of the St. Mary River

Much of the land on the west side of the St. Mary River where the trail continues toward Cardston is currently owned by the Brethren of the East Cardston Hutterite Colony. In February of 1998, Peter Hofer⁵⁶, the cattle and range manger for the Colony was asked several detailed questions concerning old trails that may still exist on Colony land. Peter was very gracious and provided the following answer to our questions concerning the location of old trails on the west side of the river.

Yes there is an old wagon trail in the river bottom down by the old Pilling place. As you come down the hill, you can see this old trail just to the east of a more recent vehicle path. In times past, there must have been more than one place where people crossed the river in that area. There are several places where old wagon ruts can still be seen coming up out of the river bottom and heading north. The place that appears to be most used as a ford or crossing is located directly east and just a little bit south of where the old Pilling house used to stand. Wagon ruts are still visible running up out of the river toward the site of the old Pilling home. Just east of the old Pilling home, the trail turns toward the north as it climbs up out of the river bottom.

After climbing out of the river bottom, the trail seems to divide. One trail switches back to the south up a small hill, to avoid a slough, and then near the top of the hill turns back to the north toward Tom Cardwell's property. The other trail continues to the northeast through Tom Cardwell's property (Peter Hofer, personal communication, February 11, 1998).

It is well known that the pioneers camped on the east side of Lee's Creek when they arrived in the Cardston area. There used to be a small stone cairn marking the place where the pioneers camped, as stated by Willis Pitcher:

This cairn was located on the east side of Lee's Creek. The creek has changed course since the monument was erected-- if the cairn was still standing, it would now be on the west side of the creek, near the main office of Sage Industries. However, over the years vandals, and several traffic accidents (resulting from the location of the monument)

gradually destroyed this monument. Several years ago the Town of Cardston removed this cairn and it was never replaced (Willis Pitcher, personal communication February 11, 1998).

The Importance of the Riplinger Road (Macleod-Benton Trail)

What began with forty-one pioneers using this road to reach their destination on the banks of Lee's Creek in 1887 set the foundation for growth and development of nineteen other communities of Mormon settlements in southern Alberta (Godfrey and Card, 1993). Many of the pioneers settling in other communities in southern Alberta would have followed the same route as Charles Ora Card and the founding pioneers of Cardston followed. Their travels would have taken them along the Riplinger Road or as it was known in 1887, the Macleod-Benton Trail.

In addition, to the contribution this trail made to the settlement of southern Alberta by the "Mormons," it was extremely important, as well, to the community of Fort Macleod, and to the North-West Mounted Police and the Blood Indians.

This road was literally the salvation of the North-West Mounted Police. History shows that the Riplinger Road was so well established by the time the police arrived in Fort Macleod in 1874, that it was easier and cheaper for them to send their horses south along the route of the Riplinger Road to "winter" in the Sun River area of Montana, than it was for them to purchase feed (Denny, 1932). Later, as the I.G. Baker Company of Fort Benton received a Government of Canada contract to supply all of the goods and services required by the North-West Mounted Police, hundreds of thousands of tons of freight were shipped along this road.

Before the railroads came west, most of the food and clothing purchased by the Canadian Government for the Natives living on the Blood Indian Reserve also came from Fort Benton, Montana and was shipped along the Riplinger Road to Standoff. The Riplinger Road was also a main route for the First Nations People as they traveled between the Blackfeet Reservation in northern Montana, and the Blood Indian Reserve in southern Alberta.

It is our hope that others will use this information to visit the trail⁵⁷, and to remember the faith, dedication, and sacrifice of the founding pioneers of Cardston. People are important, but there is also a "spirit of place" associated with where and how they traveled.

Their stories need to be told, and the places they traveled needs to be remembered. After all - this is part of our heritage.



[This picture, September 1998, is part of the Max Pitcher 1887 wagon train trek re-enactment group crossing the St. Mary River enroute to Cardston].

Appendix One

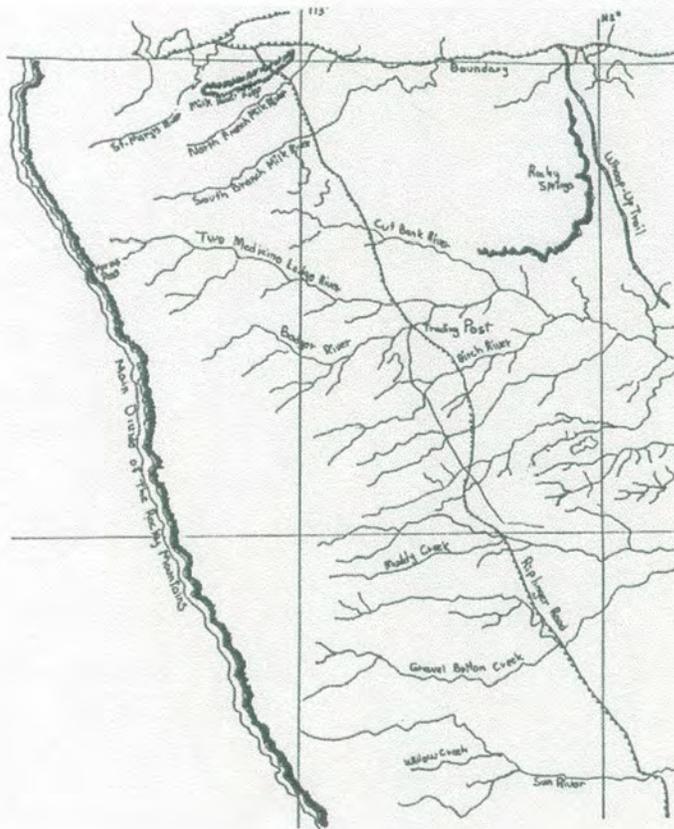
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Maps of Northern Montana and Southern Alberta Showing the route of the Riplinger Road

+++

Map 1

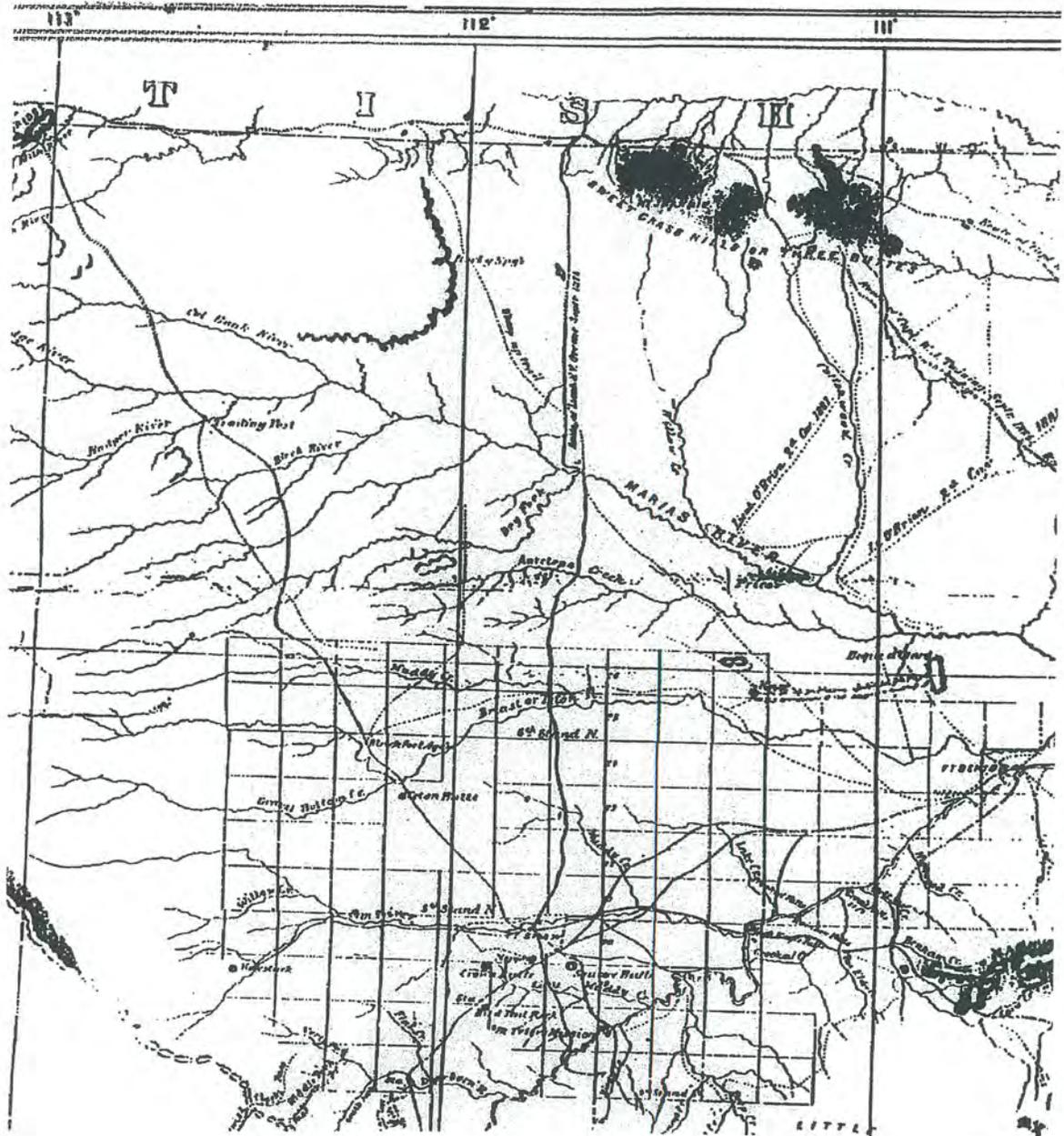
Partial copy of the U.S. Army Corps of Engineer's 1878 map of northern Montana, showing route of the Riplinger Road. Copy provided through the courtesy of Dr. Margaret Kennedy. Original copy on file, Montana Historical Society, Helena, Montana.



A hand traced copy of a
U.S. Army Corps of Engineer's
1878 Map of Northern Montana.
Drawn to a scale of 1:760,000

Map provided by Margaret Kennedy, University of Saskatchewan, Department of Anthropology and Archeology. Credit to: Kennedy, Margaret, 1991 Multiple Properties Documentation Form and National Register, Nomination for the Whoop-Up Trail in North Central Montana. Unpublished report on file, Montana State Historical Preservation Office, Helena.

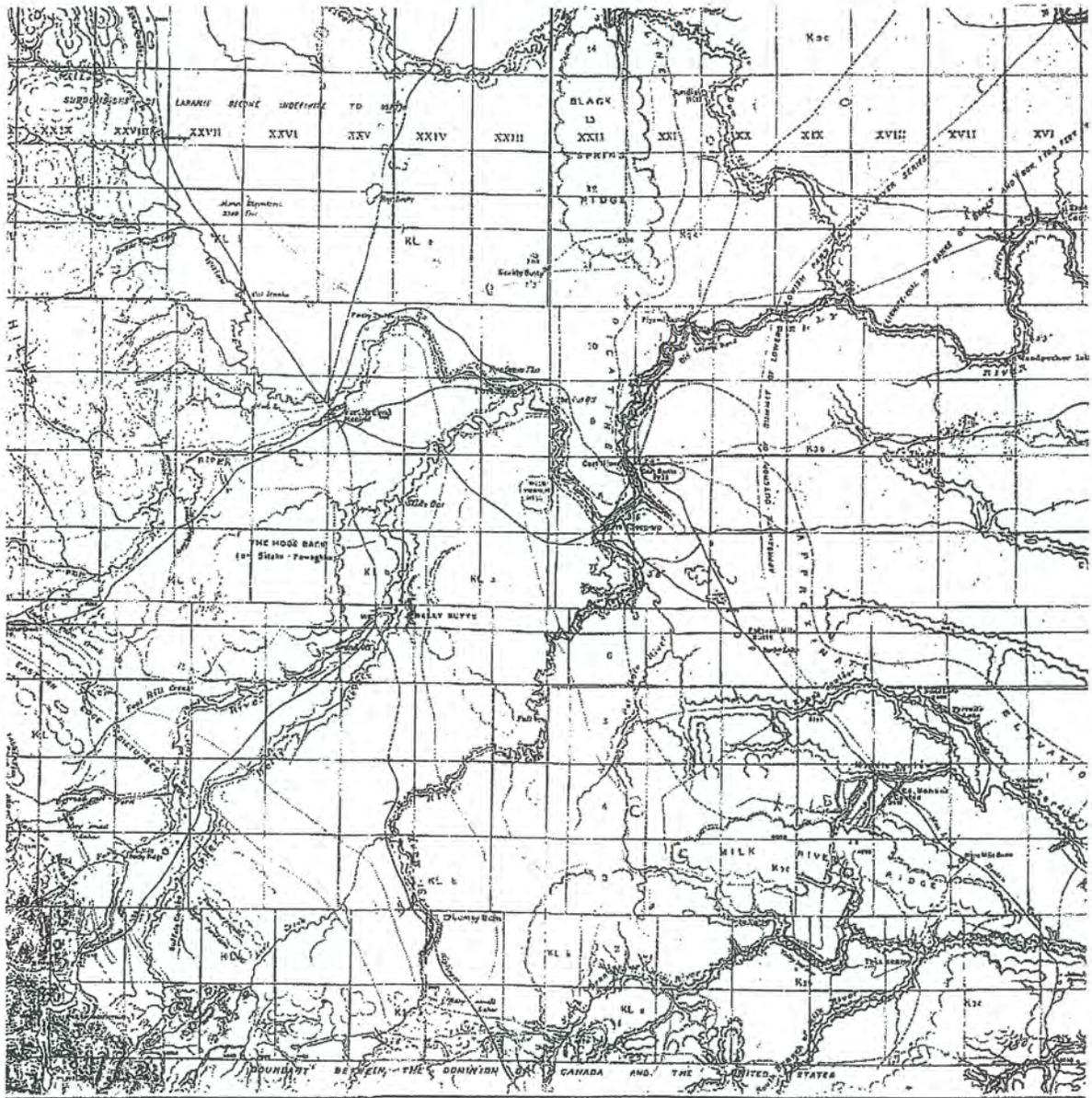
Map 2
Partial copy of John Wilson's 1881, U.S. Army Corps of Engineer's Map
of Northern Montana, showing the route of the Riplinger Road.
Map A-34, original copy on file, Montana Historical Society,
Helena, Montana.



Map 3
 Partial copy of Cram's 1896 Township Map of Northern Montana
 showing the route of the Riplinger Road and the Whoop-Up Trail.
 Map provided, courtesy of Dr. Margaret Kennedy. Original on file,
 Montana Historical Society, Helena, Montana.



Map 4
Partial copy of George M. Dawson's 1884 Map.
Geological and natural History Survey of Canada,
Geological Map of the Region in the Vicinity of the Bow and Belly Rivers,
Embracing the Southern portion of the District of Alberta and part of
Assiniboia North West Territory.
George M. Dawson D.S., F.G.S., &c. Assisted by R.G. McConnell B.A. 1884.
Original copy on file in the archives of the Glenbow Museum
Calgary, Alberta, Canada.



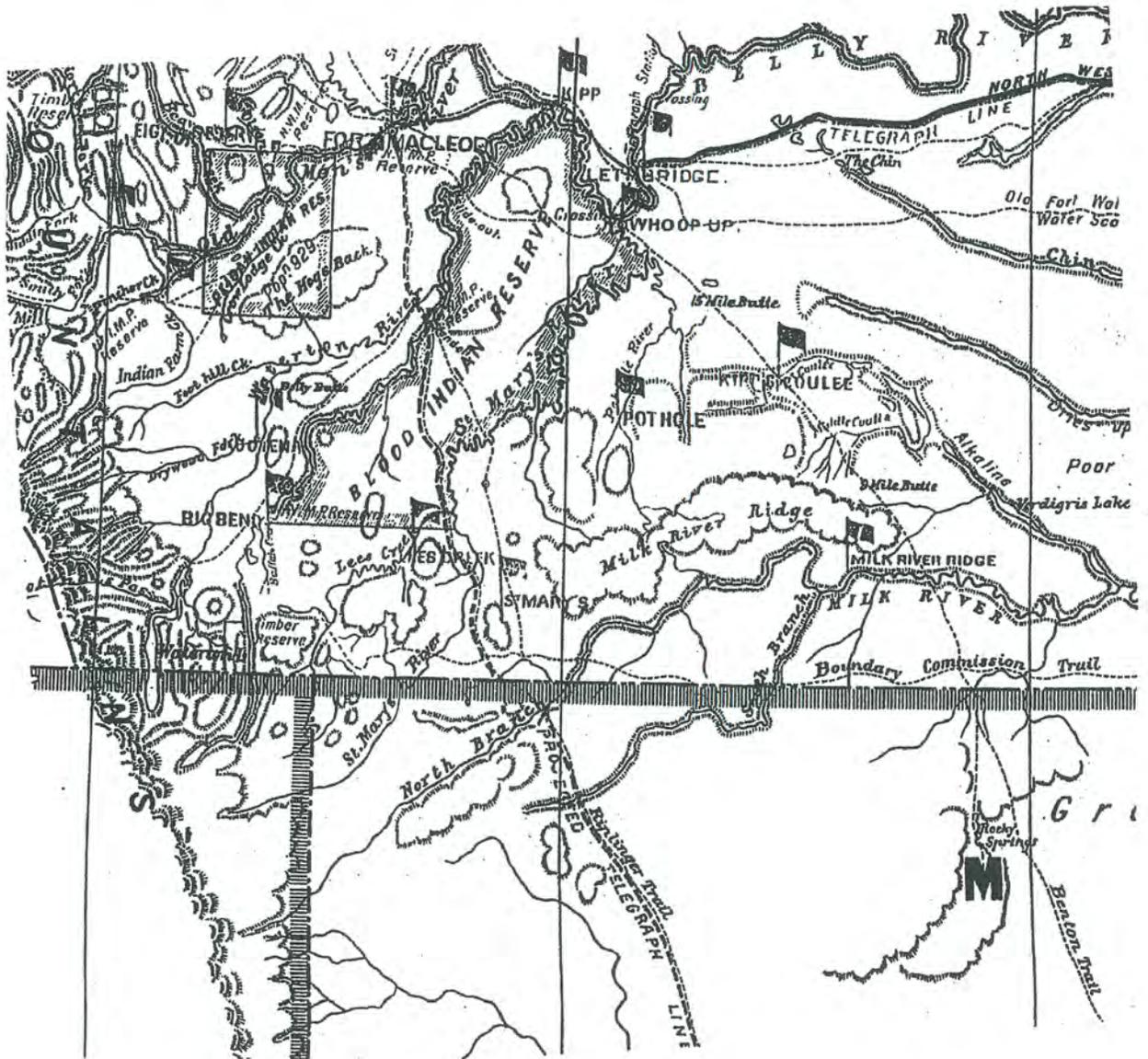
Map 5

A partial copy of the Dominion of Canada Map Shewing Mounted Police Stations & Patrols Throughout the North-West Territories, During the year 1888.

Also Boundaries of Indian Treaties and Location of Indian Reserves.

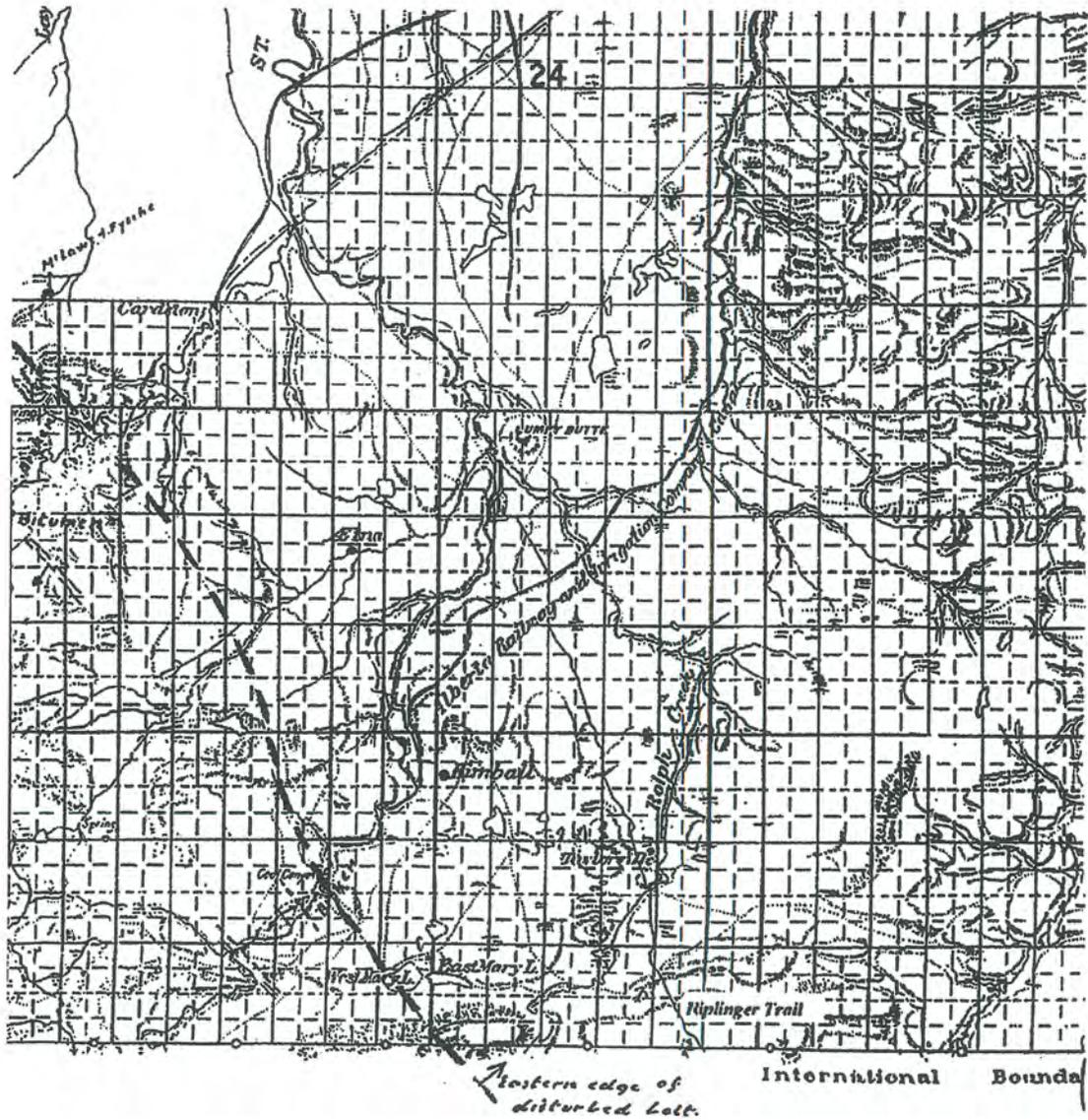
Published by authority of The RIGHT HON. SIR JOHN A. MACDONALD, G.C.B.

Original copy located in the archives of the Glenbow Museum, Calgary, Alberta.



Map 6

Partial copy of the Lethbridge Sheet of the 1910 Alberta Sectional Survey Map, showing trails and surveyed trails, (3 miles to the inch), Lethbridge Sheet, West of the Fourth Meridian, Surveyor General Office, Ottawa, Canada. 15 February 1910. Original copy located in the archives of the Glenbow Museum, Calgary, Alberta.

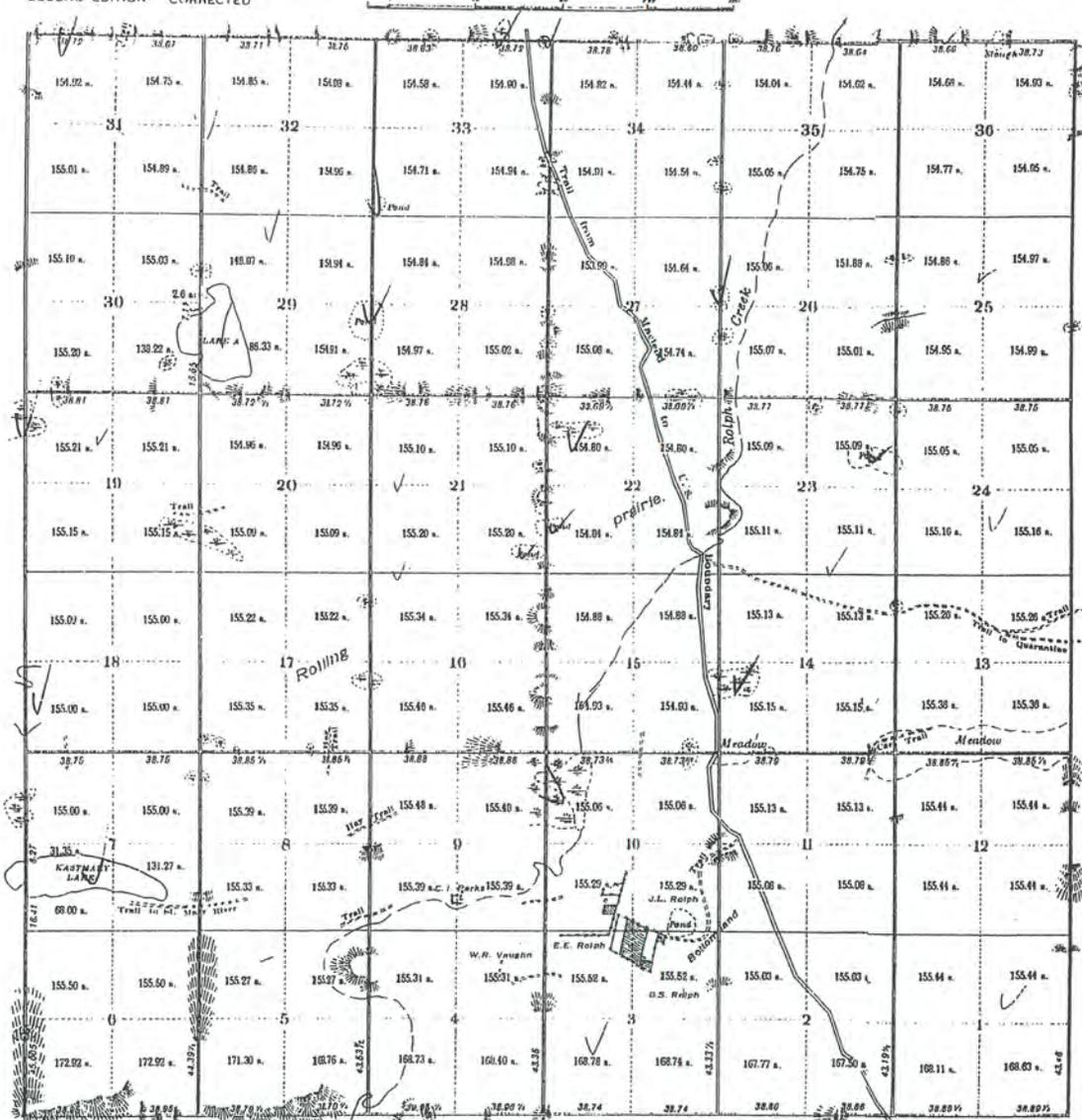


Map 7

TOWNSHIP NO 1 RANGE 24 WEST OF FOURTH MERIDIAN

SECOND EDITION CORRECTED

Scale, 10 Chains to an inch.



DEPARTMENT OF THE INTERIOR
TOPOGRAPHICAL SURVEYS BRANCH
Utah, 24th January, 1901

Compiled from official surveys by
C. F. Miles, D.L.S. 1897
A. Driscoll, Jr., D.L.S. 1888
F. W. Wilkins, D.T.S. 1897

Contents:

Land in Sections.....	2254.34 Acres
Roads.....	451.53 "
Water.....	171.52 "
Total Area.....	2297.39 "

Edenville
Survey-General

EXPLANATION OF COLOURS

Woods... , Scrub or Prairie and Woods... , Improved Land...
Marshes... , Burnt Woods or Windfall... , Water...

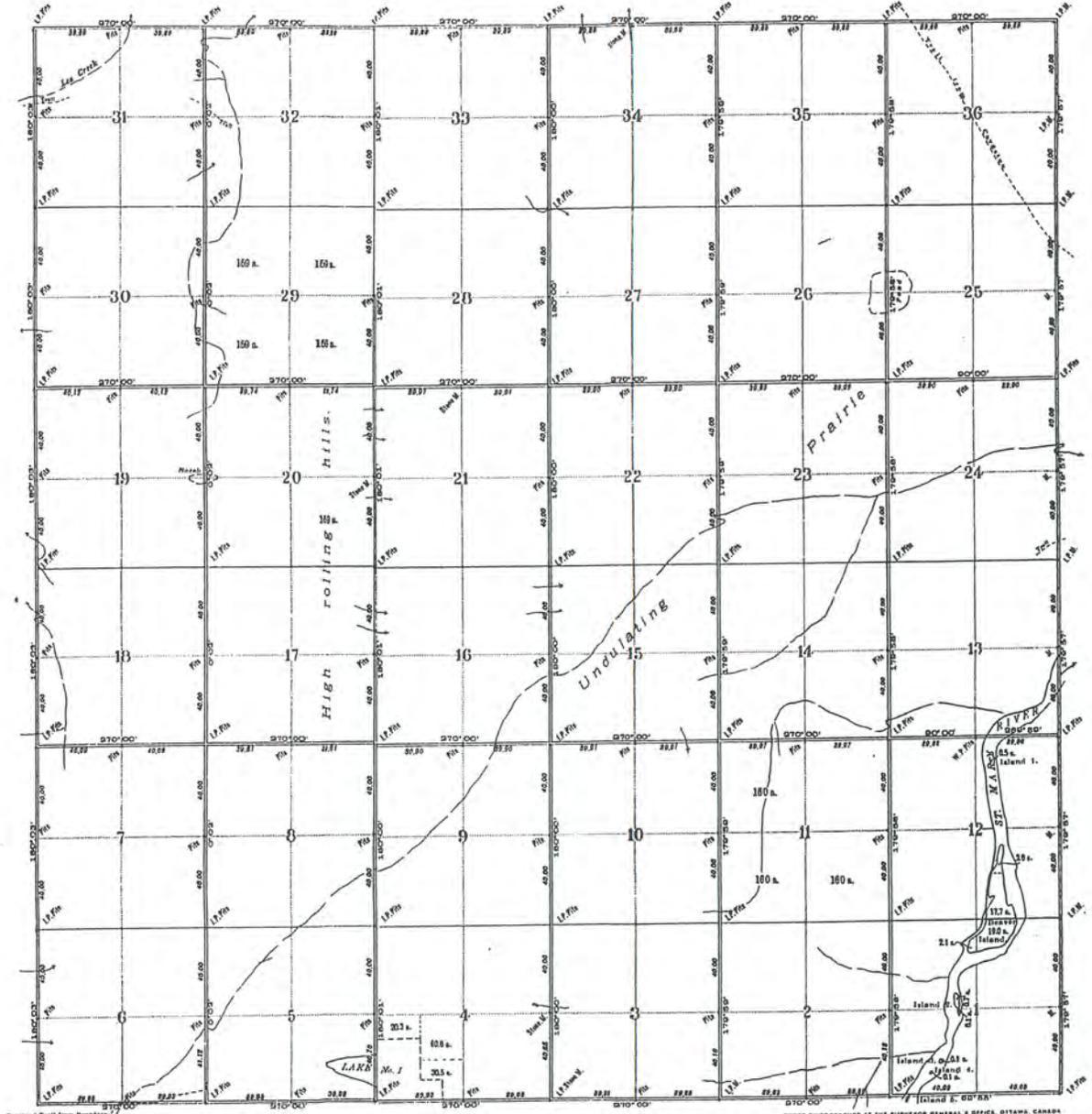
Map 7C ALBERTA

Plan of Township 2, Range 25, West of the Fourth Meridian

SECOND EDITION, CORRECTED

Made under the authority of subsection 4 of section 56 of the
Dominion Lands Survey Act.

SCALE 40 CHAINS TO AN INCH



Compiled from official surveys by
 A. Driscoll, D.L.S., August, 1888
 G. E. McMartin, D.L.S., 13th August, 1888
 C. A. Bidger, D.L.S., 29th September, 1888
 C. F. Miles, D.L.S., October, 1889
 G. A. Bennett, D.L.S., 11th October, 1913

DIAGRAM SHOWING THE
NUMBERING OF LEGAL SUB-
DIVISIONS IN A SECTION.

12	14	16	18
13	15	17	19
8	7	6	5
4	3	2	1

NOTE: The subdivisions of quarter sections shown upon this plan are legal subdivisions and quarters of legal subdivisions. Distances are in chains. Bearings are reckoned from the astronomical meridian through the centre of the township. Areas in acres are marked on all lands surveyed, except lands that have been patented and lands of which more than one-half is reported to be permanently under water. Areas of islands are taken to the banks of St. Mary river.

Department of the Interior, Ottawa, 26th May, 1915.

Approved and Confirmed.

E. Deville
Surveyor General.

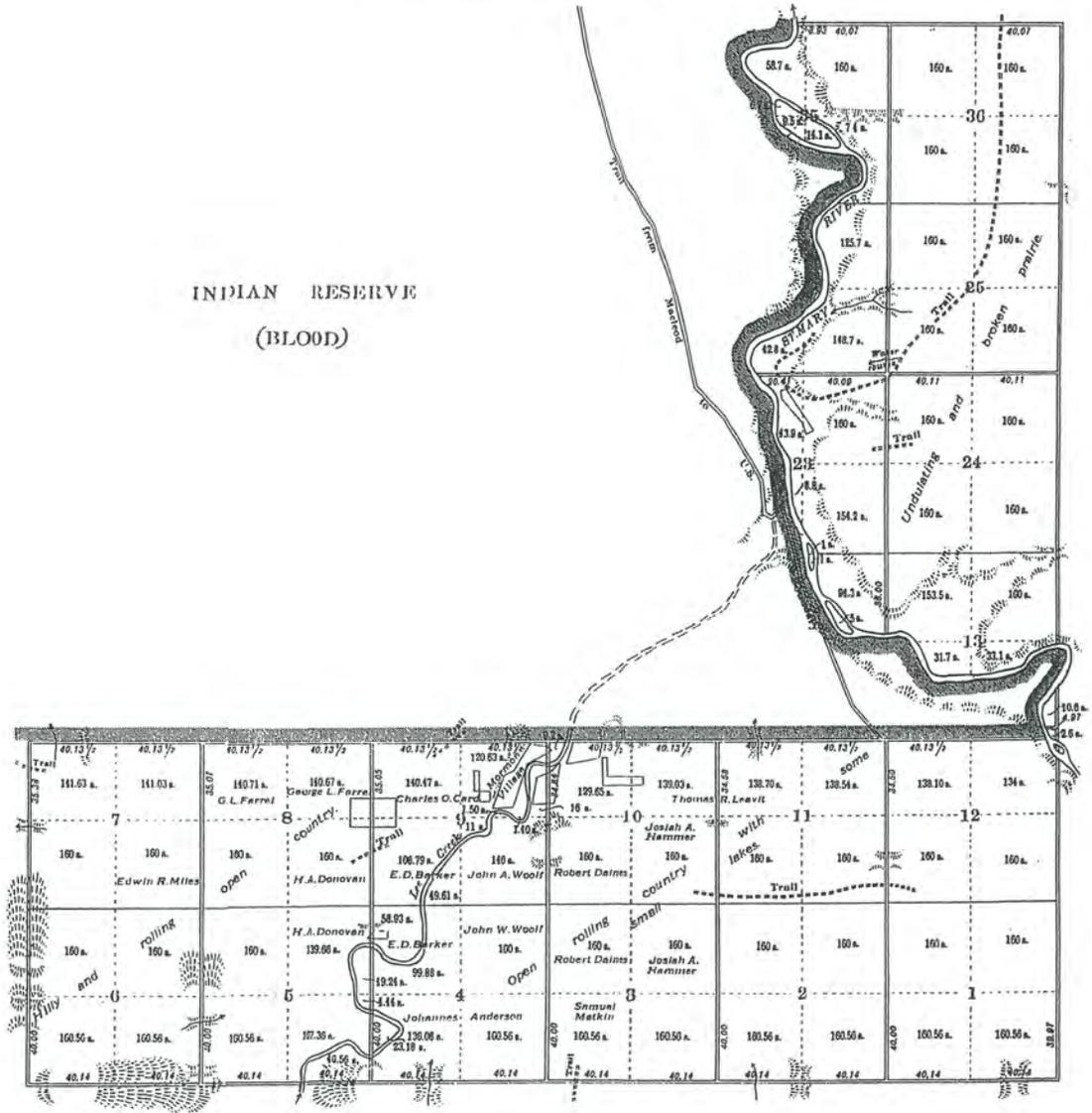
Map 7D

TOWNSHIP N^o 3

RANGE 25 WEST OF FOURTH MERIDIAN

THIRD EDITION, CORRECTED

Scale, 40 Chains to an inch.



Compiled from official surveys by
 J. S. Dennis,.....D.T.S.....1887
 J. F. Ritchie,.....D.L.S.....1889
 M. Aldous,.....D.T.S.....1891
 F. W. Wilkins,.....D.T.S.....1894

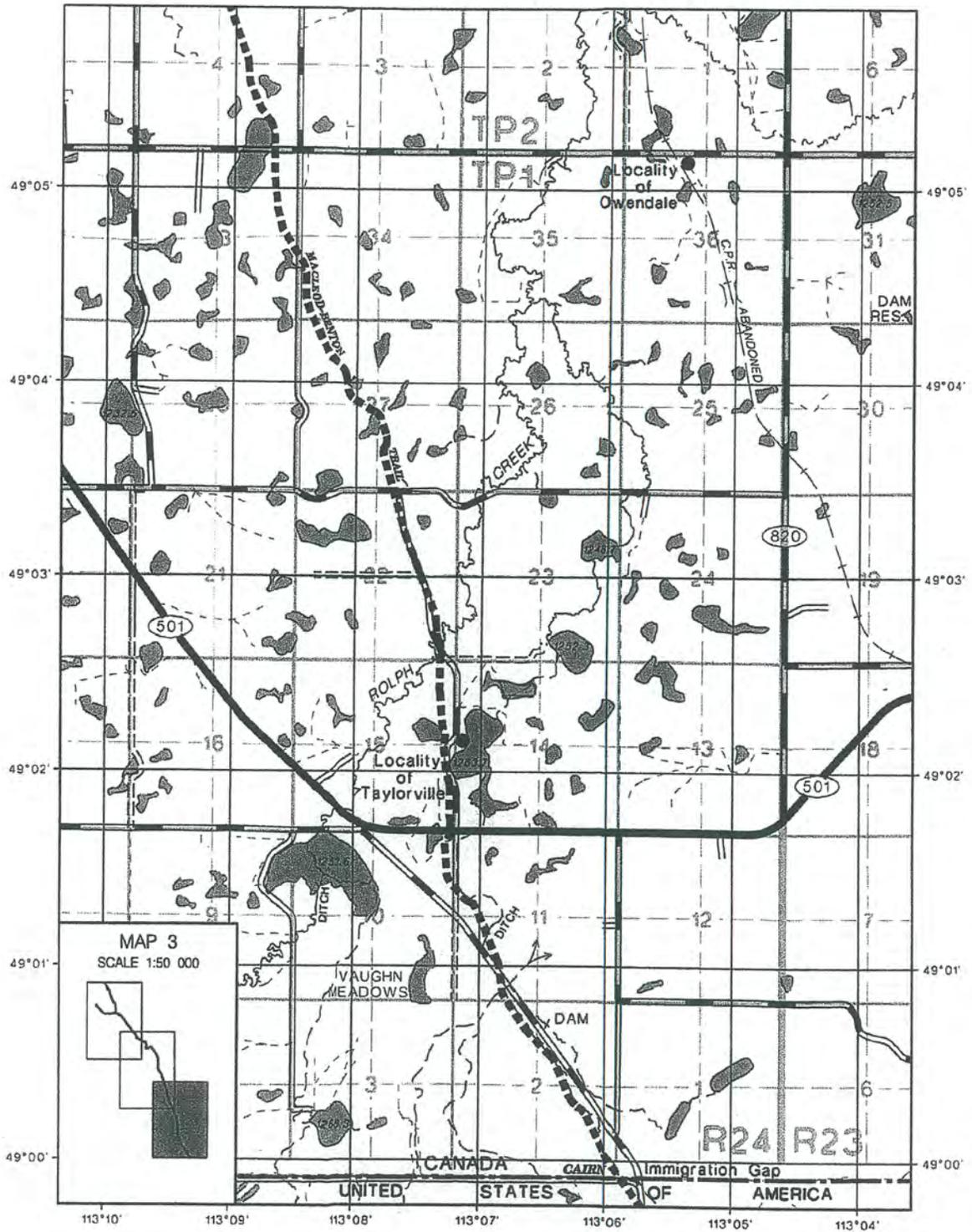
EXPLANATION OF COLORS
 Woods, green; scrub or prairie and woods, dotted green;
 water, blue; marshes, yellow with small strokes of black; lots
 or slopes, etching or gray shade; brush burnt woods, brown;
 settled improvements,

DEPARTMENT OF THE INTERIOR
 TOPOGRAPHICAL SURVEYS BRANCH
 Ottawa, January 5th 1899

F. W. Wilkins

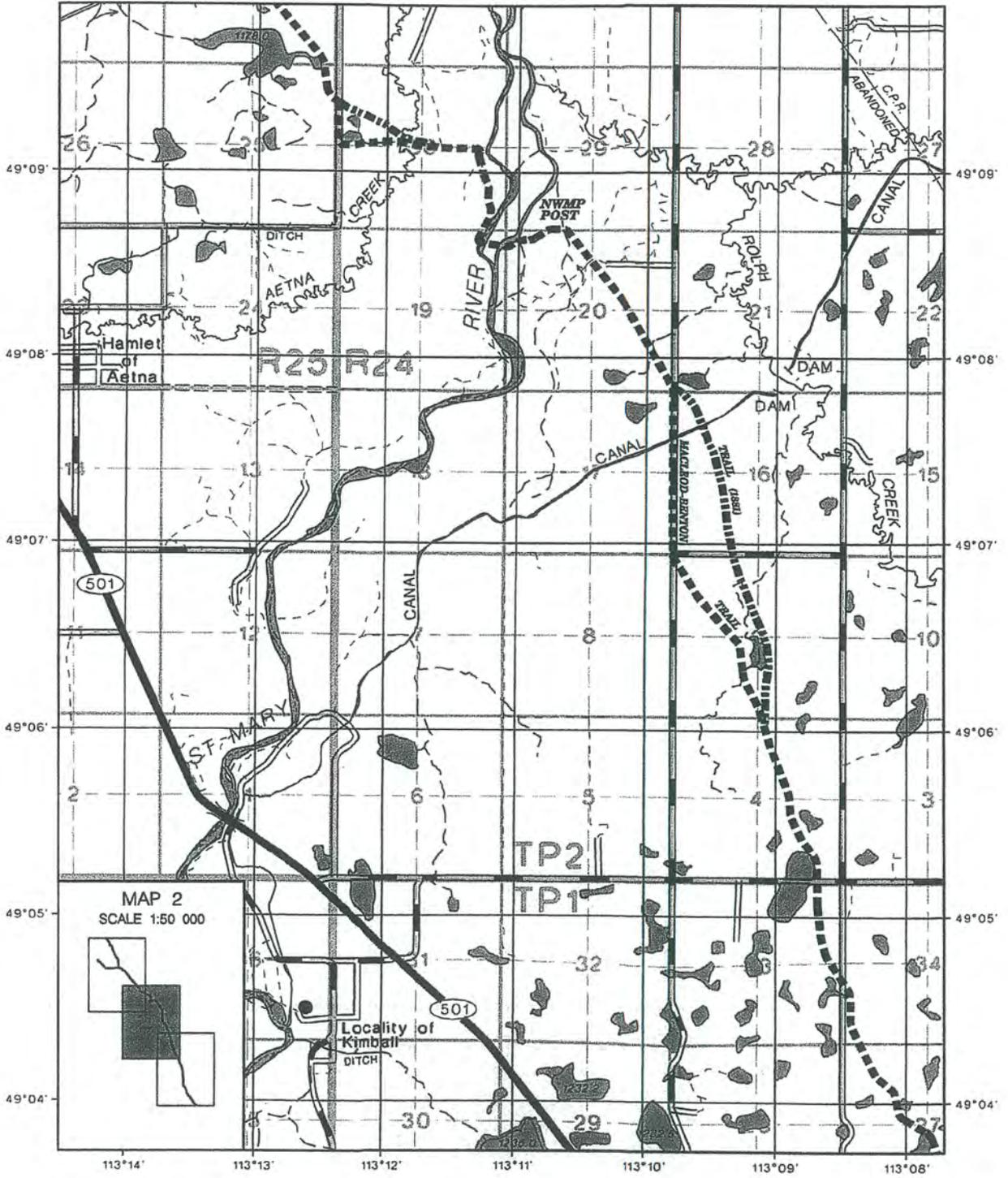
Map 8

ROUTE OF MACLEOD-BENTON TRAIL, 1998 SETTING



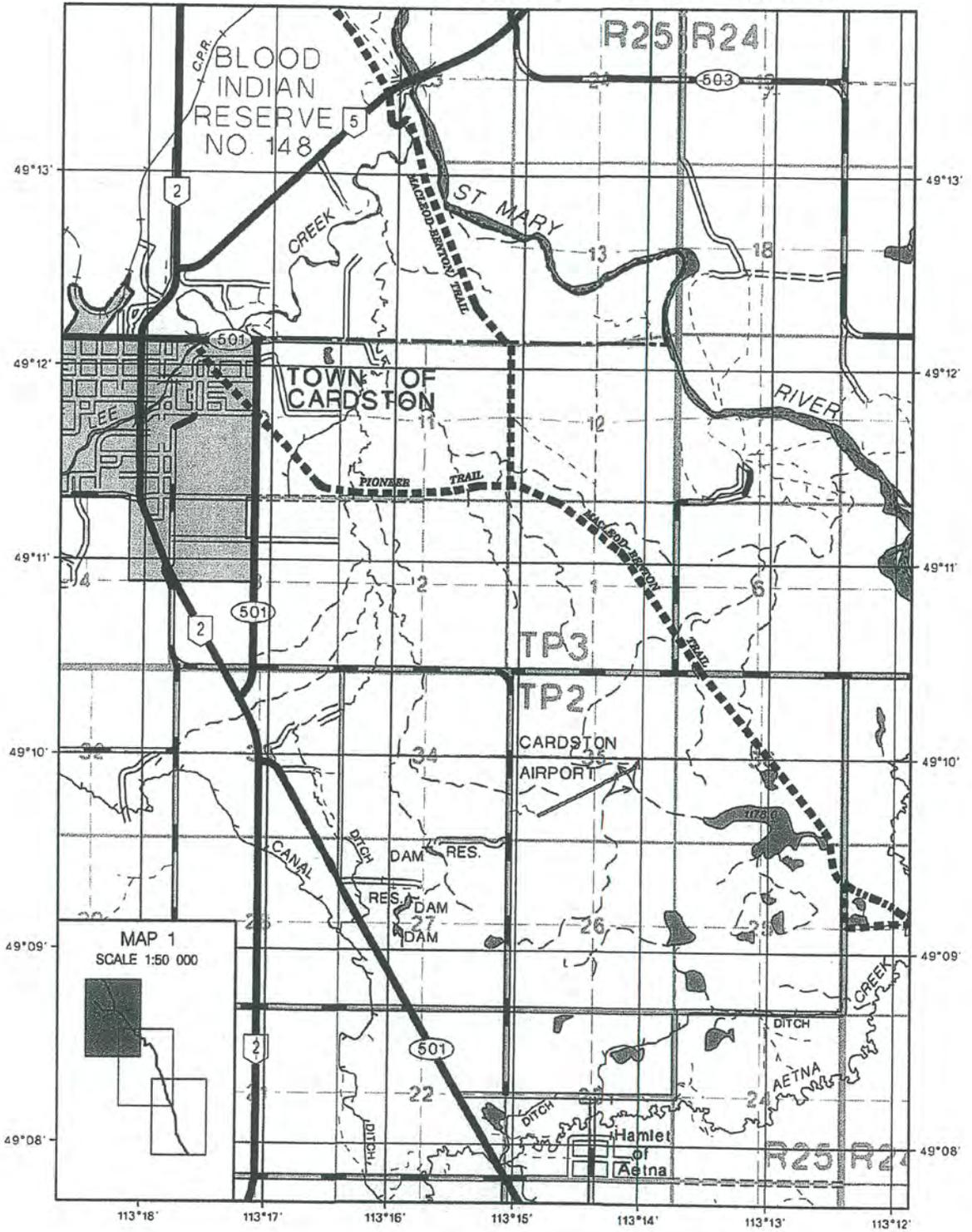
Map 8B

ROUTE OF MACLEOD-BENTON TRAIL, 1998 SETTING

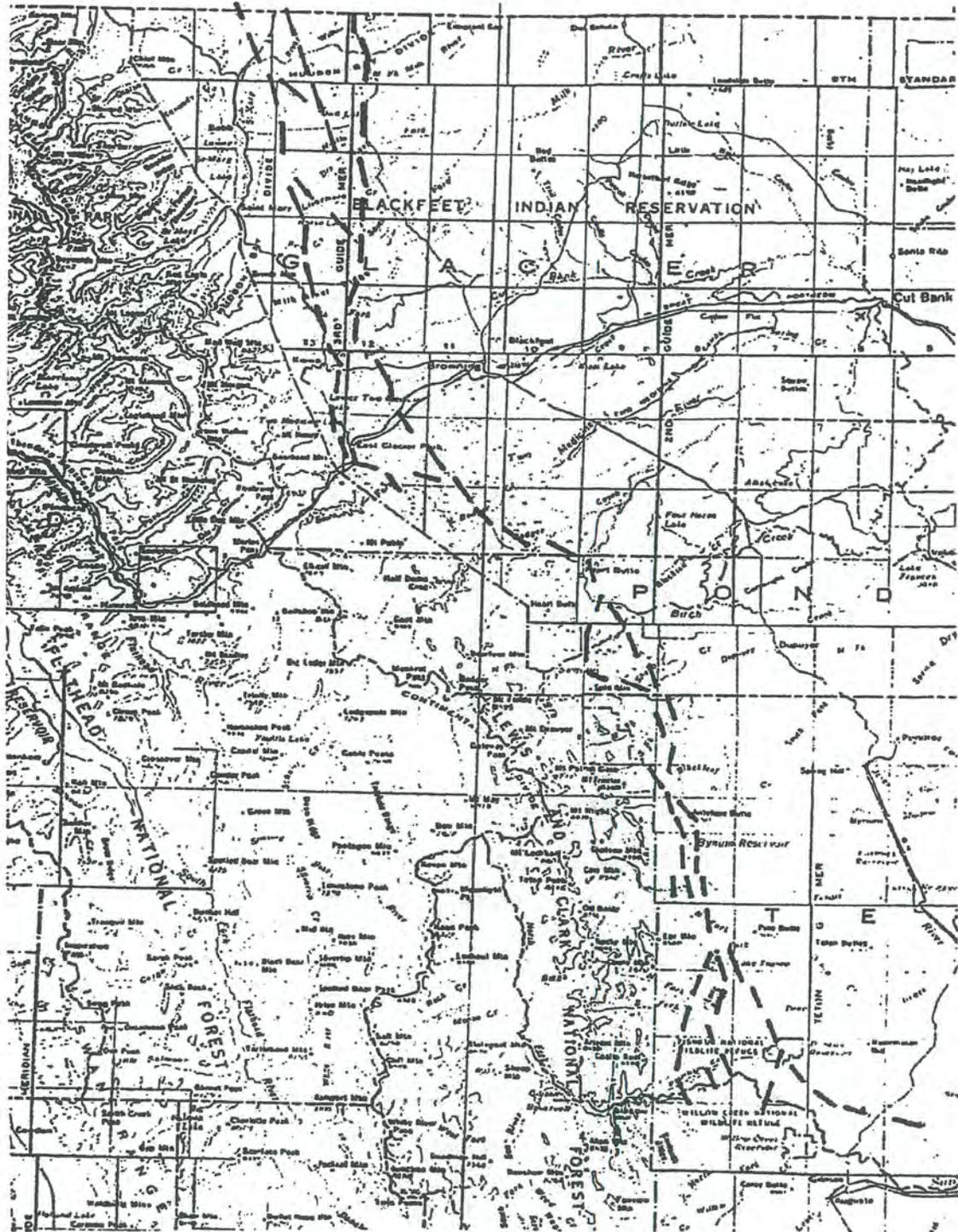


Map 8C

ROUTE OF MACLEOD-BENTON TRAIL, 1998 SETTING



Map 9
Part of the "Old North Trail" (Reeves)



Old North Trail locations in North Central Montana: Sun River-International Boundary. Trail segment locations based on aerial photo interpretation and air reconnaissance with selective ground truthing. Brian Reeves.

Appendix Two



Journal entries showing where the Pioneers traveled in Northern Montana.

Concerning their travels north from Helena, Charles Ora Card (Godfrey and Card, 1993), records the following:

Tuesday, May 17, 1887 - This morning we did not find our horses until 11 O.C. We then hitched up and started for Helena where we arrived about 3 P.M. Took on 600# of household goods that had come by Rail. Bought a tent, Grain for our animals and our necessary supplies for families and drove 6 miles North of Helena and camped shortly after dark. Bp. G.L. Farrell and wife Lizzie joined us here and Georg[e] Lewis returned to Logan by Rail.

Wednesday, May 18, 1887 - This morning we bid[e] Wm. F. Rigby Jr. Adieu as he returns [to Utah] from this point to join Bro. Geo. Lewis and accompany him to Logan and I assumed the charge of my teams etc and took charge of the company to guide them the remainder of the journey to Alberta. While the company drove about 15 miles and camped in the upper end of Prickly Pear Canyon I drove to the camp of Bro Joseph Ricks about 8 miles farther up Silver Creek where I again enjoyed a visit with Bro J. R[icks] & wife and his father Prest. T.E. Ricks.

Thursday, May 19, 1887 - This morning although raining I bid[e] mine hosts adieu and drove into Prickly Pear Canyon & joined the company about 11 A.M. I was accompanied by my wife Zina and little son Joseph Y. on our visit to Bro. R's camp where I went for my Bed & clothing and tools I had used on my trip to Alberta. We then drove down the River as far as Sheep Cr. and camped for the night.

Friday, May 20, 1887 - As it snowed last night and this for[e] noon we remained here and we renovated a little. One of my mares had foaled [foaled] about X [10] days previously & the colt being sick I nursed it the best I could under the circumstances.

Saturday, May 21, 1887 - This morning I found my colt so near dead I sent a man to kill it. Thus I have added to my loss having had one fine mare killed on the Utah and Northern Ry. in Portenoff Canyon about one month ago. My loss so far is not less than two hundred and twenty five dollars exclusive of time and expenses exigent for such a journey as well as my Pioneer trip to Locate the pioneer settlement. We drove within about 3 miles of Dearborn River and camped for the night where we rested in Peace & safety.

Sunday, May 22, 1887 - To day we made a short drive of about 7 miles that we might be near fuel. Camped and rested the Balance of the day about 2 miles North East of Flat creek. Here we remained over night and had a pleasant time with our friends who had over taken us, J.A. Hammer and wife Elizabeth and E.R. Miles and wife Jeanette.

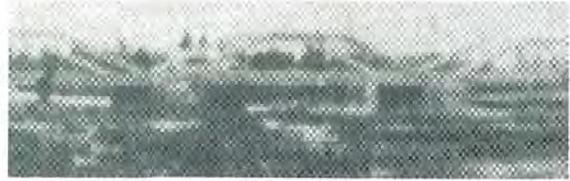
Monday, May 23, 1887 - We drove about 2 miles to the top of the Bird Tail divide and halted a couple of hours and procured wood to make up the deficiency for the Bal. of our journey to Lee's Creek



Birdtail Butte & Mullan road.

Alberta Canada. Thence about 10 to 12 miles farther towards Sun R. & camped for the night.

Tuesday, May 24, 1887 - Drove to sun river and crossed the toll Bridge about noon. Thence up a long hollow about 5 miles farther & made another night camp.



Wednesday, May 25, 1887 - We started early and made a drive of 20 miles without water & camped near a large trestle flume about 5 miles south of Choteau. Here we commenced to Guard our horses nights and I took the first turn & guarded until 1 A.M.[...]

Thursday, May 26, 1887 - & was released by Bro J.A. Woolfe who took the latter part of the night. To day we drove 7 or 8 miles north of Choteau and camped on a water ditch that had been recently constructed onto a beautiful platteau of land.

Friday, May 27, 1887 - We drove about 18 miles to day which landed us about 12 miles North [of] Muddy Creek where we had a beautiful spring near a Sheep ranch which is located about 6 miles south of Dupuyer.

Saturday, May 28, 1887 - We drove to and crossed Birch creek and camped for the night on the North Bank of the stream on the Peigan Indian reserve.

Sunday, May 29, 1887 - To day we drove to the Peigan Indian agency and as the streams were getting high we procured lumber to make a boat after waiting for our stock and aid it across Badger creek. We drove to the south Bank of the Two Medicine River which we found very high but by procuring an Indian guide by the name of Peter at the expense of \$2.50 we found a place where the River spread which is 4 or 5 miles above the present Main track. I will here mention a little trick of the adversary which was to inspire one of the Indians to claim a white Pony that belonged to Bro J.A. Woolfe. Consequently the agent a Mr. W.C. Baldwin addressed the following note and sent 3 Indian police to see that his request was complied with. Blackfoot Agency, May 29, 1887 To whom it may concern. A white or grey Jenny horse in your outfit used as a saddle horse is claimed as the property of one of the Indians belonging to this agency. You will at once return with this horse to the Agency and account for same --The Bearer is one of our police, the Captain of the force. Very Truly W.D. Baldwin. I received the note and told Bro Wolf to return with the horse and requested Bro. G.L. Farrell to accompany him which he did & Bro. E.R. Miles & self accompanied Indian Peter about 1 miles where we explored a ford. It is rather unusual to do so much on the Sabbath day but the streams are Rising so rapidly we felt the necessity of completing our journey as early as possible.

Monday, May 30, 1887 - We Broke camp about 7 A.M. and by 11 O.C.A.M. we were all across the River safely in which we felt to acknowledge the hand of the Lord & felt they were praying for us at home. We drove to the Cut Banks River and crossed that stream just before sundown and camped for the night with gratitude for our safety over two turbulent mountain torrents.

Tuesday, May 31, 1887 - To day we drove 20 miles and camped on the North bank of the south Branch of the Milk River and stayed all night.

Wednesday, June 1, 1887-Today we resumed our march and about 9 A.M. we crossed the north fork of the Milk River in a rain storm which lasted about an hour and about 10:30 A.M. **we crossed the Boundary line between the British possession and the United States, halted and gave three cheers for our liberty as exiles for our religion. We drove North as far as Willow Creek and camped about 2 P.M. for the night. Shortly after we camped it began to rain which lasted through the night but ended in about 4 inches of snow.

* * * * *

For the special Cardston Golden Jubilee Edition of the Lethbridge Herald, June 19, 1937, Eliza Woolf Bates wrote the following: (Bates, 1937, June 19, the Lethbridge Herald)

Trek of the Pioneers of 1887

The company arrived at Dillon, Montana, making camp in a pleasant camp ground when informed no campers were allowed there. In those days there were no good roads, only old wagon trails with ruts, stones, stumps and tree roots to keep one bumping. The weather was often stormy with snow or rain adding to the discomfort. The party some times overtook or came upon others who were hopelessly stuck in the mire until other help arrived. Then the help came and one wagon was dragged out backwards, another one pulled out by several horses hitched to the end of the wagon tongue. Often stones, brush and saplings were gathered and the crossing made possible by putting these in the muddy road.

The teams of the party were usually lined up with John W. Woolf driving the lead team until Helena, Montana, was reached. His father John A. Woolf came next, then Mr. Card's two teams and last George Thomas with the Farrell team. When fording streams John W. Woolf always rode a horse into the streams to locate the most favorable crossings; thus he had many a ducking in deep water, but always came out smiling. Just before reaching Helena, Montana, a horseman in a khaki outfit was seen slowly approaching the party. Not a word was spoken, but John W. Woolf in the front wagon kept an eye on him and when he tied his horse to a nearby fence post and stopped Mrs. Card's wagon, John W. called back to his father: "Pa, that old galoot is getting in Aunt Zina's wagon, he's kissing her!"

My father, John A. Woolf and Aunt Zina, (Mrs. Card) were the only ones who had recognized our old friend Charles O. Card, and there was great rejoicing upon the part of all when we camped next near Helena.

It was here, too, that Mr. and Mrs. George L. Farrell joined us, traveling by rail to the end of the road. From here, too, their driver, George Thomas and Will Rigby, one of Mr. Card's teamsters, returned by rail to their homes. Camp was made at Helena for a few days, while tents and other equipment and supplies were purchased. Among these a tin dasher churn was bought by the Woolfs, which when filled with morning's milk turned out butter at night when camp was made!

Here at Helena was a serious drawback. A shortage of water. The younger children were bathed in milk, while their elders who anticipated a bath in a wash tub on the floor in front of the wagon, had to content themselves with a sponge bath. Impure water sometimes caused illness.

The women were always very busy during these stopovers, doing much extra baking, scouring

and cleaning.

On the 22nd of May, this party was overtaken by Mr. and Mrs. Josiah A. Hammer, Mr. and Mrs. E. Reuben Miles and John Merrill, the latter joining Henry Matkin and Franz Preece in driving the cattle. The last two would join their fathers at the settlement at Lee's Creek.

The Sabbath day was invariably a day of rest for man and beast. Well they knew and loved the hymns. "Prayer Is the Soul's Sincere Desire, Uttered or Unexpressed." Prayers were indeed expressed with grateful hearts in Sunday service and were uttered frequently in private and in groups around the campfires before retiring at night, and always an unspoken prayer in the hearts of all.

Proceeding north from Helena camp had just been made in Boulder Canyon, the children scattering up the mountain side seeking new adventures, when "Boom!" a terrific crash was heard as blasting for the new railroad sent a shower of stones and earth down the mountain side and through the camp site. One huge boulder rushed past Wilford Woolf and bounded across the stream very close to Mrs. Woolf who was dipping up water for her family. Camp was hurriedly moved to a safer location.

The settlers loved to watch the animal life as they traveled along, the squirrels with long bushy tails, the frisky chipmunks, colonies of prairie dogs coming out of their holes to bark at them as they passed, also a wolverine with short legs and long body was observed. Pine nuts and berries were sometimes found.

However, they were somewhat relieved after the tents were procured and they slept more comfortably. A woman at Sun River asked permission to join their party as she had her wagon all ready. She was to take her husband camping (doctor's orders) and was greatly disappointed on learning their destination was Canada.

A man living far from neighbors begged them to go no farther as there was plenty of good land where he was and he wanted them to stay. What use going farther? Besides he wanted neighbors and felt these would be very good ones.

Numbers of small villages with post offices were scattered along the trail, all displaying saloon signs on one or more small shacks. At one of these small places, seven of these signs were counted. In these places there were no fences or signs of towns having been laid out with city lots and wide streets as they were accustomed to seeing in the Utah homes. Some ranches were fenced by strange zigzag pole fences, one section leaning one way, the next one leaning in the opposite direction, each looking ready to fall but each being held up by its neighbor and stakes driven at the joinings.

On reaching the Peigan Reservation (Blackfeet) in Montana, it was soon learned that the Peigan river was in flood. Rains and freshets had swollen the swiftly turbulent waters and had washed away the approach to the ford. Lumber was purchased here for building a boat as there were other rivers ahead, and it was always best to be prepared. It might even be needed here.

Camp was made near the stream and later when the boys came in with the cattle, they were much surprised to see Henry Matkin, who rode Mr. Woolf's white pony "Peter," being led into camp by an Indian holding the horse by the bridle. Farther back he had claimed the pony and ordered Henry to dismount, which he refused to do. The Indian went away very angry, when the pony was securely tied to a wagon wheel. Soon word came that the stock had been ordered off the Indians' range. The most experienced men and boys volunteered for night herding shifts and the stock was carefully guarded.

Peter, the white pony, was tethered close to the camp. One afternoon Henry conceived the idea of decorating Peter after a plan of his own, and this plan was gleefully welcomed by the younger boys. They held the pail of wagon grease while Henry applied the grease making black spots

resembling buttons from hock to fetlock on his hind legs, thus causing the pony to appear as wearing long gaiters.

The Indians paid frequent visits while the work was in progress of making an approach to the river crossing so the wagons could enter the stream. None seemed friendly and would give no information to the best place for the approach to be made. President Card's advice was followed and work proceeding when one of the herders rode hastily into camp with word that a party of braves in paint and feathers led by their chief was approaching camp. This might be a friendly visit or otherwise as the cattle had been ordered off, so it was thought a good time to clean up the few weapons possessed by the settlers. They could at least make a show of being prepared to defend themselves. This operation was in progress when the Indians arrived.

The Indians wanted the stock removed from their grazing land. They were shown the work being done and given every assurance that the party would leave with their cattle as soon as they could safely do so. (They would give no assistance as to the crossing). Indians had been seen during the all-night vigil by the herders.

Soon came a summons for John A. Woolf to return to Dupuyer because Peter, his white pony, was claimed by an Indian. The camp was much depressed when he left riding Peter. During the trial the Indian was asked if the horse had any identification marks by which he could prove it was his animal. He said it had, and pointed to the black spots on his hind legs and called another Indian who confirmed his statement as to these peculiar markings. Mr. Woolf calmly took out his jack knife and proceeded to remove the spots of tar placed there by the boys. The judge then told Mr. Woolf to take his pony and go. All in camp rejoiced to see him returning with the favorite saddle horse.

Now all was in readiness for the crossing. A gravel bar had been located by John W. Woolf under President Card's direction. One of the Woolfs' wagons was in the lead, with two teams attached, John Woolf riding one of the lead teams, while his father handled the lines. There was much debris and occasionally an uprooted tree carried along the muddy stream, but it was not known that the treacherous waters had undermined the river bank at this point causing a jump off for the horses and a sudden drop off for the two front wheels, causing an empty stone jar in the back to fly out at the front grazing Miss Jane's head and striking one of the horses. There was no time for inquiries or explanations as the hind wheels quickly followed with a jolt. Those behind watched with apprehension and all were greatly relieved when the opposite side was reached in safety. Now men and horses must return many times until all the wagons were safely through the high water. Two teams were put on each wagon for the crossing. Messrs. Card and Woolf had two wagons each, the Messrs. Farrell, Hammer and Miles one each, seven wagons in all. It was while traveling through a wooded section of the reservation that an Indian was seen following the party. "Peter" was again brought forward from driving cattle and traveled with the company.

On reaching Cut Bank River preparations were quickly made for crossing. John Woolf's wagon was safely over, then he and his father were returning each with his own team, riding one and leading the other one, his father carrying the double-trees. Suddenly his mount stepped into a deep hole, horse and rider both went under. He slid quickly from the mare, throwing the double-trees as far as possible. Both reached shore safely. Mr. Woolf returned to recover the double-trees, but he was unsuccessful after repeated efforts. When re-crossing, John Woolf had seen an Indian in the background. He was persuaded by being offered a silver dollar to search for the missing double-trees, and finally succeeding in locating them. Soon after that river was left behind and they were eagerly looking forward to crossing the Canada-U.S. boundary line. What would it be like? Would there be something there to remind them of the homes and scenes left behind?

In the same special edition of the Lethbridge Herald, John W. Woolf writes: (Woolf, 1937 June 19, the Lethbridge Herald)

The next incident that stands out in my memory was in attempting to get over the divide near where the town of Roberts is at present, in Montana. The snow had drifted in so that we were compelled to wait a few days before we could get through. The Oregon Short Line Railway had recently been completed from Salt Lake City to Butte, Montana, which was the nearest railway point south of Alberta at that time. However, they were constructing the Northern Pacific between Butte and Great Falls, Montana⁵⁸. My sisters Jane and Mame and brothers Simpson and Wilford, and Henry Matkin had left the camp and were picking flowers and were suddenly surprised at an explosion and rock falling all around them near the railway construction camp which was just around the point from them and the men did not know that any one was near when they set off the explosion. Fortunately, however, no one was injured.

We passed through the three towns of Dillon, Helena and Choteau, Montana. We purchased quite a large supply of groceries at Choteau. The merchant invited us to inspect the basement of his store where he had several forty-gallon barrels of whiskey. He could not understand any one, and especially a company of men, refusing to drink what he guaranteed was first class whiskey when it was offered to them free of charge.

In the evenings we would gather around the camp fires, sing songs and exchange experiences. All the cooking was done on the open camp fire.

We left the road leading to Great Falls at Wolf Creek and from there on there was no wagon road to follow. The Sun, Marious and Two Medicine Rivers were very high, but we succeeded in getting across them without having to build ferry boats.

We crossed into Alberta on the first day of June where we encountered a heavy rain storm as we came through what is known as Whiskey Gap. On the third of June we drove down to St. Mary's River where the first white settler we had seen in several days - a man by the name of Gene Kent kept a stopping place. We also met two mounted policemen who showed us the ford across the St. Mary's River which was very deep and the water ran very swiftly. We tied our wagon beds down so they would not float away and doubled up teams and managed to get across. We landed at Lee's Creek on the third of June. We found Thomas R. Leavitt, Samuel Matkin and Johannes Anderson with their families had landed ahead of us. Also Robert Daines, Jonathan E. Layne and Mark Preece. Henry Matkin accompanied us and joined his father at Lee's Creek.

* * * * *

One of the best descriptions of the route is provided by Jonathan E. Layne. In his personal history he records the following: (Layne, unpublished personal history)

I had made up my mind sometime before I heard of this movement that I would go south and see the country and visit my relatives who lived there, some in southern Utah and some in Arizona, and perhaps I could find a place that suited to my need, but after thinking the situation al[1] over and the character of the people in Canada and their government, and the character of the Spanish in Mexico, I decided that the English Government was the most likely to give all the men their rights before the law, so I decided to go to Canada...

After waiting here nine days, John Hunt of Richmond, Cache County, Utah, with his company of graders, came along going to Fort Benton to do some grading there, so I went with them as far as Helena. 27th, [April 1887] at Fish Creek, feed getting more plentiful; 29th, at Boulder; 30th,

snowed all day, got to Helena in the night, stayed there three days. Got three letters from the folks at home. None of the brethren here nor I could get any news of them.

I heard of Brother Orson Smith's living at Drummond 80 miles west and a company of graders was going, and being acquainted with some of them, I thought I would go there and found Bro. Jos. Pond there with his company of graders working on the railroad. Also Bro. Orson Smith with them. I stopped with them one week working, chopping brush, grading etc. Brother Smith gave me directions how to go so as to get to our proposed settlement in Canada.

In coming to Drummond, we camped on N.P.R.R. 10 miles from Helena, at Elliston on the Little Prickly Pear, running into the Pacific Ocean, by the Columbia River; the 5th, [May 1877] saw at a distance the city of Deer Lodge and camped at night on the Deer Lodge River, the 6th, passed through Garison and crossed the Missoula River and went down the river to Drummond. On the 14th, started on to my destination. Missoula River was too high to ford so went on the north side and camped alone. 15th, started raining. I went on a few miles when going through the timber a large dry tree fell across the road just in front of me. I had to stop and cut it in two and rolled part of it out of the road and went on to where some men were working on the road at a ford in the river. I was just going to drive in when they all shouted to me not to go in or I would sure be drowned. I stopped just in time, the horses were half their length in the water and with the men's help, backed out and went higher up to cross. The 16th, at the High Tree Bridge of the N.P.R.R. camped alone; 17th, at Prickly Pear Canyon, camped alone, snowed most of the afternoon, stopped on Dearborn River. 18th at Augusta. Still traveling alone; 19th, went on to Chateau. I asked the Lord this morning that I might find some of the brethren so I would not have to travel alone. At Chateau I found two with their families. Brother Thomas R. Leavitt and Brother Johannes Anderson of Cache County. The 20th, camped at Dupuyer, a small town; 21st, at Birch Creek on the border of the Piegan Indian Reserve; 22nd, at the Two Medicine River; it was very deep and dangerous fording. An Indian showed us where to cross. We got over all right. The water came up to our wagon boxes and ran very fast; 23rd, crossed the Cut Bank River, camped on a small creek, crossed the Two Mile river and the boundary line between Canada and the United States. Camped on Willow Creek on the 24th. The 25th, crossed the St. Mary's River at a Police detachment, ford deep, swift and dangerous. We got over all right and on May 25th, at 2 o'clock arrive at Lee's Creek, our destination.

We found Brothers Matkin and wife, Andrew Allen and Robert Daines. They were plowing and planting and were very glad to see us and we were very glad to see them and rest a little.



Part of the Max Pitcher, 1887 trek re-enactment, wagon train crossing the St. Mary River, September 1998.

Mormon Settlement Around the Cardston area in Southern Alberta.

June 3, 1887, Card & Company of founding pioneers arrived at Lee's Creek, in what was to become Cardston. A few earlier settlers arrived May first.

June 5, 1887 - First sacrament meeting held in a 14 by 16-foot tent owned by Josiah Hammer.

June 12, 1887 - President Charles O. Card organized a Sunday School with J. E. Layne as superintendent, & John A. Woolf & E. R. Miles as assistants. Sterling Williams was secretary.

John A. Woolf was called to act as president of the Lee's Creek Branch of the Cache Stake. The bowery, and later various cabins, served as a meeting place until a chapel could be erected.

Oct. 16, 1887 - Young Men's Mutual Improvement Association was organized, with LeGrand Robinson as president and John W. Woolf and O. E. Bates as assistants.

Nov. 20, 1887 the primary organization was organized with Sarah Daines as president and Sena Matkin & Mary Elizabeth Farrell as counsellors. Annie Daines was called as secretary.

Nov. 20, 1887 - Mary L. Woolf was called as Relief Society President with Anna M. Layne and Mary A. Roberts as counsellors. The first Relief Society was held in the Woolf cabin on December 1, 1887.

Nov. 22, 1887 - Young Women's Mutual Improvement Association was organized with Zina Y. Card as president and Annie Cheney and Barbara Ammussen as assistants. Secretary Jane E. Woolf.

Early in November 1887, President Card called a special meeting to discuss the building of a meeting house. Approval was given and a twenty-foot square log structure was built.

January 29, 1888 - The first meeting was held in the new building. The building served as chapel, school house and a place for community entertainment.

Fall of 1888 - Apostles Francis M. Lyman and John W. Taylor visited Lee's Creek settlement.

Oct. 7, 1888 - A special conference was held and the Lee's Creek Branch was organized as the first ward in the area, called the "Card Ward" of the Cache Stake, with John A. Woolf ordained as bishop.

Winter of 1888/89 - A new log chapel was built to accommodate the growing congregation.

November 1889 - The First Presidency of the Church, Wilford Woodruff, Joseph F. Smith and George Q. Cannon accompanied by Brigham Young Jr., president of the Quorum of the Twelve, visited the Card Ward and held a special conference. It was at this conference that the name of the ward and the settlement was changed to "Cardston." The Cardston Ward continued to function as a unit of the Cache Stake until August 3, 1890.

August 3, 1890 - A Canadian Mission was organized and Cardston became headquarters of this mission. President Card was released as President of the Cache Stake and appointed as president of the new mission.

December 11, 1893 - Aetna Ward was organized.

December 24, 1893 - The Mountain View Ward was organized. By the fall of 1894 the population of the three wards was 674, of which 258 were children under the age of eight years.

April 10, 1895 - The Alberta Stake was organized. Charles Ora Card was sustained as the president with John A. Woolf and Sterling Williams as counsellors. The High Council consisted of James May, Johannes Anderson, Jonathan Layne, Simeon F. Allen, Neils Hansen, Ephriam Harker, Oliver S. Robinson, Samuel Matkin, Mark E. Beazer, Hyrum W. Taylor, James Quinton, and Robert Leishman.

By this time the influence of the church was being felt in the economic development of the whole of southern Alberta. A cooperative had been established in Cardston in 1888, with stockholders from among the church members. This company grew to include a store, sawmill, cheese factory, flour mill, butcher shop, farm implement business, an ice business and a glove and shoe-factory. As incoming settlers homesteaded more of the land, in the outlying areas around Cardston, several small hamlets and villages were established. Several small-scale irrigation projects were started throughout the district and in 1889 the church undertook a contract to build an irrigation canal from the St. Mary's River south of Cardston (Kimball) to the site of the present town of Stirling, Alberta. This project, directed by President Card, provided much needed land and money for the ever increasing influx of Mormon settlers and led to the establishment of the towns of Magrath, Raymond and Stirling.

President Card served as Stake President until August 31, 1902 at which time Heber S. Allen was called to the position. A division of the Alberta Stake in 1903 created the Taylor Stake. President Allen was called to preside over the new stake and Edward J. Wood was called to lead the Alberta Stake.

Serving in this position for 39 years, President Wood gained the love and respect of members and nonmembers alike. His concern was not only for the spiritual welfare of the saints, but for the temporal welfare as well. He advised his people on what and when to plant and led the Stake in special fasts when adverse weather conditions threatened crops. Acting for the Church he arranged the purchase in 1906 of the 66,500 acre Cochrane Ranch and encouraged Latter Day Saint settlers to locate on the new purchased land. This resulted in the establishment of the Glenwood, Hillspring and Hartley Wards. He encouraged and supported the development of irrigation projects throughout the stake and assisted in the establishment of several businesses so that more people could earn a living. Under his capable leadership the stake continued to grow, a temple was erected and the Alberta Stake weathered a trying period of economic depression and drought.

President Wood was released in 1942 and Willard L. Smith was called to serve in his stead. In 1948 President Smith was called to serve as president of the Alberta Temple and Gordon Brewerton became president of the Alberta Stake.

The continued increase in church membership throughout the stake over the years required the formation of additional wards and branches. The Leavitt Ward was organized in 1896 and in

1898 the Mountain View Ward was divided forming the Caldwell Ward. In 1900 the Beazer, Kimball and Taylorville Wards were organized. The Woolford Branch was formed in 1906 and became a ward in 1913. The Glenwood Ward was organized in 1909, the Hillspring Ward in 1910. In 1914 the original Cardston Ward was divided, forming the Cardston First and Second Wards. The western half of the town was designated as the First Ward and the eastern half (the original settlement area) as the Second Ward. The Del Bonita Branch was organized as a dependent branch of the Taylorville Ward in 1916 and became an independent branch in 1922. The Hartley Branch was organized in 1928 and became a ward in 1937. In 1933 the Pershing Branch was organized but became part of the Jefferson Branch when that unit was organized in 1948. The Cardston Third and Fourth Wards were created in 1946 from divisions of the First and Second wards. The Caldwell Ward was discontinued in 1910 and the Kimball Ward in 1948.

As each unit in the stake was organized, a meeting house was built to serve the needs of the new congregation. These buildings were designed so that they could be used not only as chapels but for recreational purposes as well since the social life of most communities centered around these buildings. In time many of these buildings were remodelled or replaced by larger structures. One of the buildings in use for the longest time in the stake was the Leavitt Chapel built in 1896. It was still in use in 1950.

As the church membership grew, the leaders felt a need to have a building large enough to accommodate the conferences and other meetings of the stake. A decision was made to build a tabernacle and construction began in 1908 and was completed and dedicated in 1914. Located on the temple block, this building served the needs of the stake until it was dismantled in 1954.

By 1893 the population had outgrown the log school house and church building, and a new frame structure was built. After 1900 school was moved from the three-room building into their new eight-room facility, this building was remodelled and enlarged to become the long famous old Stake Assembly Hall. During the 1916 February quarterly conference it was destroyed by fire and in 1917 the \$20,000.00 Second Ward Chapel was built on the same site. An addition to this chapel, the Social Centre, was built between 1938 and 1943. It served not only as a ward chapel but as a cultural and recreational centre for the whole stake.

From the time of their first arrival in southern Alberta the church members looked forward to the day when a temple could be erected in their midst. On June 19, 1887, during the first Sunday School meeting held in the settlement, Elder John F. Layne predicted that a temple would be built in their new home. A year later, on October 8, 1888, Apostle John W. Taylor prophesied the exact spot on which a Canadian temple would be built. In 1912 the First Presidency of the Church announced that a temple would be built on Canadian Soil and Cardston was chosen as the site.

The ground breaking ceremonies took place November 5, 1913 and on September 19, 1915 David O. McKay of the Council of the Twelve Apostles was present at the laying of the cornerstone. The rain and sleet could not dampen the joy and gratitude of the assembled congregation of 2000 people.

The saints donated generously of their time and means to aid in the building of this edifice. The structure, built in the shape of a Maltese Cross, was made of white granite hauled from quarries near Nelson, British Columbia. The interior was graced with marble and beautiful hardwoods from many parts of the world. Prior to its dedication more than 50,000 people, both members and nonmembers, toured the grounds and interior of the temple.

In August 1923 a large contingent of General Authorities, led by President Heber J. Grant, arrived in Cardston to preside at the dedication of the temple. John A. Widstoe wrote that "it was

the first time in the history of the Church that so many of the General Authorities of the Church had assembled at one time outside the boundaries of the United States.” The building was dedicated August 29, 1923.

President E. J. Wood was called to be the president of this new temple and the first endowment session was held on the evening of August 29, 1923. George F. Richards and Joseph Fielding Smith directed this session. President Wood served as the temple president until 1948, when, at the age of 82 and feeling the weight of this responsibility, he asked to be released. Willard L. Smith was called to replace him.

The temple has been a source of inspiration for faithful Latter Day Saints and it stands as a symbol of the faith and dedication of the people who colonized the Cardston Area.

(Summary of Church of Jesus Christ of Latter Day Saint historical information from the events of the arrival of Charles Ora Card, President of the Cache Stake, and the founding pioneer families of the town and area of Cardston, to 1950, as previously compiled by Dr. Neldon Hatch of Cardston, presently living in the Cardston Alberta West Stake).



Cardston Alberta Temple 1991

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- Map--U.S. Army Corps of Engineers, **1878** Map of Montana. Drawn to a Scale of 1:760,000 Copy supplied by Dr Margaret Kennedy. Kennedy, Margaret, 1991 Multiple Properties Documentation Form and National Register Nomination for the Whoop-Up Trail in North Central Montana, Unpublished report on file, Montana State Historic Preservation Office, Helena, Montana.
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- Map--**A-34**--John Wilson's **1881**, U.S. Army Corps of Engineer's Map of Northern Montana. Montana State Historical Society, Helena, Montana.
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Map--Municipal District of Cardston, No.6, Province of Alberta, Land Ownership Map, in effect as of September 15, **1997**.

Map--1:50,000. **1997**.

Map--Route of Riplinger Road/Macleod-Benton Trail in **1998 Setting**. 1-50,000. 1998.

Map - The Old North Trail - Brian Reeves.



Endnotes:

1. Dale Lowry is a long time resident of Cardston. He was raised on a farm at Taylorville, Alberta, very near Immigration Gap. He farmed in the area for a few years after which he was employed by TransAlta Utilities, a major electrical power company in Alberta, for thirty-four years. During his work experience he interacted with many people in southern Alberta, and became very familiar with the roads, and many of the useable trails, in the Cardston area.

Dale served as historical clerk for the Cardston Alberta Stake for eight years, during which time the Alberta Temple was extensively restored and rededicated, 1988-91. He and his wife, Arlene, served a one year mission in the Michigan Detroit Mission.

His knowledge of legal land descriptions, fence lines, slopes, grades, horses, wagons, weather, campsites, river levels, water run off patterns, and a number of other things has proven invaluable as we have researched this trail. Part of the trail the pioneers followed, known as the Macleod-Benton Trail, the Mcleod Trail or the Riplinger Road, crossed land previously owned by his family.

2. It is important to recognize and respect the property of others. Most of the trail followed by Charles Ora Card and company is located on private property, and the only public land along this route, between the border and Cardston, are the road allowances. Please do not cross onto private land without the express permission of the land owner, or current lease holder. As "Mormons" and as "Christians" we have a great obligation to respect the rights of others.. If permission is given to cross onto private property, please be respectful, do nothing that will be destructive to property or the historical significance of the trail, such as travelling on the trail in any type of motorized vehicle. Be courteous, always shut the gates, never leave them open temporarily for any reason.

3. David L. Innes taught seminary in Cardston from 1972 through 1984. While living in Cardston he developed a special interest in Charles Ora Card, the founding pioneers of Cardston, and the trail they followed from the U.S./Canadian border to Lee's Creek.

His interest in Church history and especially in the pioneers of southern Alberta has stayed with him over the years. He and his wife, Carol, and their children now live in Airdrie, Alberta. He still works for the Church Educational System and coordinates the early morning and home study seminary programs in the Red Deer Stake, teaches some institute classes in Calgary, and coordinates the Native Seminary program throughout Alberta.

4. The following families and individuals that camped on the banks on Lee's Creek in the present town site of Cardston on the evening of June 3, 1887 are considered the founding pioneers of Cardston (Plaque on the monument erected in 1987; Godfrey and Card, 1993; Wilcox, 1951; Bates, 1937).

Charles Ora Card age 46, his wife Zina Young Card age 37, and their children; Sterling Williams age 16, and Joseph Y. Card age 2.

John A. Woolf age 44, his wife Mary L. Hyde Woolf age 39, and six of their children; John W. Woolf age 17, Jane Eliza Woolf age 13, Mary Lula Woolf age 10, Simpson N. Woolf age 7, Wilford Woolf age 4, and Milton H. Woolf age 2.

Thomas R. Leavitt age 53, his wife Hattie Leavitt, and their children; Orpha Leavitt, George Leavitt, Jeremiah Leavitt, and Margaret Leavitt.

Samuel Matkin age 37, and his wife Sena Matkin, and their son; Henry Matkin.

Johannes Anderson, his wife Hannah Anderson, and their children; Edward Anderson, Eliza Anderson, James Anderson, Sam Anderson, and Mary Anderson.

George L. Farrell, and his wife Elizabeth Farrell.

Josiah Hammer, and his wife Elizabeth Hammer.

Reuben Miles, and his wife Janet Miles.

Andrew L. Allen and his son, Warner H. Allen.

Mark Preece and his son Francis Preece.

Robert Daines, John Merrill and Jonathan E. Layne.

5. Alberta became a province in 1905. At the time of the "Mormon Colonization" Alberta was officially part of the North-West Territories. However, to facilitate the writing of this document, and to avoid confusion in the minds of the reader all references to the Alberta portion of the North-West Territories will simply be referred to as Alberta.

6. This paper deals primarily with the route followed by the founding pioneers of Cardston--those families and individuals who camped along the banks of Lee's Creek on the evening of June 3, 1887. However, many other faithful "Mormon" families and individuals settled in the Cardston area, and in other places in southern Alberta. By 1901, nineteen "Mormon" communities had been established in southern Alberta. Many of those pioneers followed the same route as Charles Ora Card and the founding pioneers. However, as roads improved in Montana, and the railways became better established, some of the later settlers followed slightly different routes.

7. Some of the recorded words of the founding pioneers should more accurately be described as personal histories, family histories, autobiographies, or collected reminiscences. However, for the sake of simplicity, all are referred to as journal.

8. A GPS is basically a small hand-held computer that determines the latitude and longitude coordinates of any position entered into it by triangulating its position on earth against overhead satellites. We used a Garmin GPS 12XL hand-held, 12 channel, global positioning satellite system receiver, guaranteed to be accurate within five to 15 meters of the actual position. Unfortunately, the accuracy of all civilian GPS receivers is controlled by the U.S. Department of Defense which they continually vary from time to time within those parameters. Therefore, any reading taken is subject to this variation as governed by them. On the other hand a United States military GPS has the capability and accuracy to record the latitude and longitude of any position in the world within one half of an inch of its actual position.

9. Fort Benton was the beginning point of the Mullan Road. The Mullan Road was officially completed in the summer of 1862...Some claimed it rivaled in importance the Oregon Trail. Although the route followed an old Indian Trail, which in turn followed a game trail, it was constructed on sound engineering principles and was probably the first western road to have that distinction. That portion of the road between Helena and Fort Benton was, most used by freight wagons and stages. (A Pictorial History of the Sun River Valley, 1989)

10. Doctor Margaret Kennedy, an Associate Professor in the Department of Anthropology and Archaeology at the University of Saskatchewan in Saskatoon, has done extensive research on many of the old trails in northern Montana and southern Alberta. Dr Kennedy indicates the original name of the trail, sometimes referred to as the Macleod-Benton Trail, the Upper Benton Trail, or the McLeod Trail, was the Riplinger Road. Although, the original name of this trail was the Riplinger Road, and that name appears on George Dawson's 1884 survey of the Bow and Belly River areas, and on both the 1886 and 1888 North-West Mounted Police Shew maps, it appears that at the time the "Mormons" arrived in southern Alberta the trail was simply referred to as the Upper Benton Trail, the Macleod-Benton Trail, or the McLeod Trail.

11. According to Reeves (1990), the Old North Trail was "not a single trail along its route in north central Montana and southern Alberta, but rather a network of north-south trails running along or at some distance east of the mountain front, diverging and converging at various locales along the route. In northern Montana, two general routes can be defined: an Outer Trail running northwest from Choteau, more or less parallel to today's Highway 89; and an Inner Trail up against the mountains (Reeves, 1990).

12. In Montana, the Old North Trail system runs north to south - east of Chief Mountain, just west of Browning, farther west of Dupuyer and Choteau through Augusta to Wolf Creek, into the canyons of the Prickly Pear, along the Missouri River, and past Radersburg to Three Forks. From Three Forks major branches diverge to the east along the Yellowstone River, with a sub route heading into Yellowstone National park and another to the southwest along the Jefferson River to the Great Salt Lake (Walter, 1993).

13. No one really knows the age of the "Old North Trail," but it was identified as an "Old Indian" trail and followed a short distance by the Lewis and Clark expedition in 1805-1806 (In the Shadow of the Rockies, 1978). Evidence of branches of this old trail can still be seen today in areas of southern Alberta. From the Kimball Park area near Cardston, south to the border, and west of this line. Archaeologist Brian Reeves identifies three main branches of the Old North trail crossing the border: one approximately two to two and a half miles west of Carway; another approximately one mile east of Carway, between Carway and St. Mary River; and one approximately three and a half miles east of Carway on the east side of St. Mary River (map #9). More details about this trail can be found in Walter McClintock's book: The Old North Trail: Life, Legends and Religion of the Blackfeet Indians, MacMillan, London, Reprinted in 1968, University of Nebraska Press, Lincoln.

14. John Reiplinger (other spellings include Riplinger and Replinger although he himself spelled it Reiplinger) was a trader during the whiskey trade era in Montana (ca. 1865 to late 1870s) and southern Alberta (1869-74) and also seems to have been involved with freighting. He was born in Prussia in 1840. Reiplinger was associated with a number of trading posts in Montana, including one for the Northwest Fur Company in 1870 (location unknown) and on the Marias, in the vicinity of Willow Rounds. By 1873 Reiplinger was associated with a business in Chicago (J. Reiplinger Hats Caps and Furs) and seems to have become an agent for the Northwest Buffalo Robe Company out of Montreal, acting on behalf of T.C. Power. The reason why this trail was named after Reiplinger

is not clear, unless it dates from the time he was trading on the Teton River in 1869-70 (probably at or near the Blackfeet Agency) (Kennedy, 1991).

15. Richard Shockley is the executive director of the Fort Whoop-Up interpretative center in Lethbridge.

16. Wagons cannot be pulled through some of the places where a man riding a horse can travel.

17. The early maps of northern Montana and southern Alberta show Immigration Gap as Emigrant gap. Immigration Gap is a break in the Milk River Ridge that allows a relatively easy north-south access. It is located in Montana about a mile south of the US./Canadian border.

18. Fred Shaw served as a member of the North West Mounted Police force from 1878 to 1883, and then became a rancher in the Cardston area four years before the "Mormons" came. In 1937 he granted an interview with The Lethbridge Herald. In that interview he answered many questions about his early life as a Mountie and Rancher and described what the country was like before Card and the other founding pioneers of Cardston arrived in the area.

19. James W. Brown once hauled freight along both the Whoop-Up trail and the Riplinger Road in the 1870s and early 1880s. At the ripe old age of 85, he was interviewed at his home in Browning, Montana by a Mrs M.E. Plassmann. During that interview Mr Brown was asked about the various trails crossing the Blackfeet Reservation. In response to her questions Mr Brown wrote a letter to Mrs Plassmann which was published in the local newspaper, in which he described the various trails leading across the Blackfeet Reservation, and a description of the Whoop-Up Trail.

20. Some old maps and literature refer to this trail as the Riplinger Road, or the Riplinger Trail, others maps show the trail as the Macleod-Benton Trail, the McLeod Trail, the Upper Benton Trail, or the Mail Route. It appears by the time "the Mormon" used the road in 1887, the trail was simply referred to as the Macleod-Benton Trail or the McLeod Trail. It is significant to note that the plaque on the monument erected in 1937 near the place where the pioneers crossed the border between the United States and the Dominion of Canada designated the trail as the McLeod Trail.

21. A well known trader in northern Montana, by the name of Abel Farwell, started carrying mail from Fort Maginnis (Robare) to Fort Mcleod in 1876. As a result the Riplinger Road became known as the mail route (Kennedy, 1991).

22. Map--U.S. Army Corps of Engineers, 1878 Map of Montana. Drawn to a Scale of 1:760,000. Copy supplied by Dr Margaret Kennedy. Kennedy, Margaret, 1991 Multiple Properties Documentation Form and National Register Nomination for the Whoop-Up Trail in North Central

Montana, Unpublished report on file, Montana State Historic Preservation Office, Helena, Montana.

23. Map A-34--John Wilson's 1881, U.S. Army Corps of Engineer's Map of northern Montana. Montana State Historical Society, Helena, Montana.

24. Map--Cram's 1896 Township Map of Northern Montana. Copy supplied by Dr Margaret Kennedy. Kennedy, Margaret, 1991 Multiple Properties Documentation Form and National Register Nomination for the Whoop-Up Trail in North Central Montana, Unpublished report on file, Montana State Historic Preservation Office, Helena, Montana.

25. According to Berry (1995), **the 49th Parallel was established as the boundary line between Canada and United States** for that part of their territories east of the Rocky Mountains by Convention between the governments of Great Britain and the United States, **October 2, 1818...** There was no immediate necessity for marking the line even after it was decided upon, since there were no white men in any numbers in the area, and the Indians would have found no value in the establishment of the "Medicine Line". However, as traders and miners came to the western frontier area, the survey of the boundary became more and more urgent, and the International Boundary Commission was set up in 1873-4. Until the line was marked, every man carried his own law in his holster and Jack Colt was the supreme arbiter. The Commission was working on the area which eventually became the Alberta-Montana boundary in the summer of 1874, and had it completely marked before the police came west in the fall of that year. The Commission was no small surveyor's party, but a well equipped corps of men. The Canadian contingent was made up of 300 men in the surveying party, and a corps of mounted scouts, while the Americans had 250 men escorted by two troops of the 7th U.S. Cavalry and five companies of U.S. Infantry. **The boundary was marked with stone cairns placed at half mile intervals, so that there was no longer any doubt as to what territory belonged to each government.** (Berry, 1995) (Bold text added)

26. Before the railroads came west, a well defined trail called the Helena Stage and Mullan Road ran from Helena to Fort Benton, Montana. During this era, toll bridges were often erected over rivers along major routes as a means of generating revenue for enterprising developers. One such Toll Bridge was located along this route at Sun River Crossing in the present-day village of Sun River, Montana. The cost of using this particular toll bridge was \$10.00 per Ox to cross. (A Pictorial History of the Sun River Valley, 1989).

27. Card's diary for Tuesday, May 24, 1887 specifically states: "Drove to sun river and crossed the toll Bridge about noon. Thence up a long hollow about 5 miles farther & made another night camp" (Godfrey and Card, 1993).

There was a toll bridge located at Sun River Crossing, 4 miles east of Fort Shaw, in the present-day village of Sun River, Montana, highway 200. Prior to the bridge being built in 1867 John J. Healy owned and operated a ferry crossing at this same site. (A Pictorial History of Sun River Valley,

1989). Our research to date has turned up no evidence of any other toll bridges located on the Sun River between the communities of Augusta and Sun River.

As a matter of interest, the modern pioneers' wagon train, 1998, organized under the direction of Max Pitcher, to re-enact Card's historic trek from Cache Valley to Cardston, followed his great-grandfather Morgan Lewis Hinman's journal accounts of their travels which put them on a slightly different route from Wolf Creek to Choteau. They passed through Augusta, which settlement began in 1881, and also forded the Sun River on the Merle Morris property, seven miles west of where the present day highway 287 crosses the river north of Augusta, rather than crossing at the village of Sun River as did Card and company. This was a common place where pioneers crossed the river. Morgan Hinman's family arrived at the Lee Creek (Cardston) settlement in September of 1887.

28. There has always been a great deal of confusion over the names of "Whiskey Gap" and "Immigration Gap." Over the years some have thought them to be the same place with two different names. However, they are actually two separate gaps in the Milk River Ridge. Whiskey Gap is a north-south break in the Milk River Ridge about two and one half miles north of the border, and three to four miles east of Immigration Gap. Whiskey Gap is located in Alberta and allowed relatively easy east west travel through (or across) the Milk River Ridge.

Immigration Gap on the other hand is located in Montana about a mile south of the Alberta Montana border. Immigration Gap is an east-west break in the Milk River Ridge that allowed a relatively easy route through (across) the Milk River Ridge for north-south traffic. The Riplinger Road crossed the border just north of Immigration Gap.

The pioneers crossed the border at Immigration Gap, not at Whiskey Gap as reported. John W. Woolf knew where they crossed the border, but perhaps the reporter conducting the interview with John W. Woolf made the common mistake of thinking they were the same place.

A few whiskey traders may have found a place to cross the border south of Whiskey Gap, but none of the early maps studied show any type of a permanent trail crossing the border south of Whiskey Gap. The Lethbridge sheet of the 1910 Alberta Sectional Survey Map clearly shows a trail starting at the Rolph Creek crossing, three miles north of the Canadian/U.S. border, and running south east from the Riplinger Road toward the Whiskey Gap area, designated as the trail to the quarantine station. The quarantine station was located just west of the North Fork of Milk River.

29. Jonathan E. Layne traveled to Helena with a group of graders. Some were going to Fort Benton, others to Drummond which was 80 miles west of Helena. He stayed and worked there for a week, after which time he took directions and headed for Augusta, then on to Choteau where he met and joined up with Thomas R. Leavitt and Johannes Anderson. From this point he, with them, followed the Riplinger (Macleod Benton) trail into Canada. He, therefore, was on a different trail than Card and Company from Helena to Choteau as shown on the chart of places passed through and rivers crossed, so there is no conflict between his version of where he traveled in relation to where Card indicates they traveled. The journal entries of Card and Jane Eliza Woolf Bates indicate that Card and the group of pioneers with him traveled along the Helena Stage and Mullan road from Helena to the community of Sun River, and then turned northwest. This action would have put them on the Riplinger Road at Fort Shaw, which was just a few miles west of Sun River.

30. The early township maps of the area between the present-day town of Cardston and the U.S./Canadian border simply refer to the Riplinger Road as the Macleod-Benton Trail, or as a "trail from Macleod to the U.S. Boundary." As a result the Riplinger Road will be referred to through out the remainder of this paper as the Macleod-Benton Trail.

31. Map--Alberta Sectional Map Showing Trails and Surveyed Trails, (3 mile to the inch), Lethbridge Sheet, West of the Fourth Meridian, Surveyor Generals Office, Ottawa, Canada. 15 February, 1910. Archives of the Glenbow Museum, Calgary, Alberta, Canada.

32. Map--George M. Dawson, Geological and Natural History Survey of Canada, Alfred R.C. Selwyn, L.L.D, F.R.S, Director. Geological Map of the Region in the Vicinity of the Bow and Belly Rivers, Embracing the Southern Portion of the District of Alberta and part of Assiniboia NORTH-WEST TERRITORY. George M. Dawson D.S., F.G.S, &c. Assisted by R.G. McConnell B.A., 1884. Archives of the Glenbow Museum, Calgary, Alberta, Canada.

33. Shew is the old English spelling of the word show. The 1886 and 1888 "Shew" maps were produced by the Dominion of Canada to show the locations of the North West Mounted Police posts and patrols. However, these maps show much more than just the police posts and areas of patrols. They show the important trails and the boundaries of the Indian Reserves in Alberta, Saskatchewan and Manitoba.

34. Map--Dominion of Canada Map Shewing Mounted Police Stations & Patrols Throughout the NORTH-WEST TERRITORIES, During the year 1886. Also Boundaries of Indian Treaties and Location of Indian Reserves. Published by authority of The RIGHT HON. SIR JOHN A. MACDONALD, G.C.B. Archives of the Glenbow Museum, Calgary, Alberta, Canada.

And:

Map--Dominion of Canada Map Shewing Mounted Police Stations & Patrols Throughout the NORTH-WEST TERRITORIES, During the year 1888. Also Boundaries of Indian Treaties and Location of Indian Reserves. Published by authority of The RIGHT HON. SIR JOHN A. MACDONALD, G.C.B. Archives of the Glenbow Museum, Calgary, Alberta, Canada.

Only a partial copy of the 1888 Shew map is included in Appendix One, as paper the 1886 Shew Map was printed on had darkened over the years to the point that readable copies could not be made.

35. As far as we have been able to determine, there was not a complete topographical survey of the Cardston area in 1887. (See the Department of Interior Map, J.S. Dennis, D.L.S., 1887). We have found maps compiled from a topographical survey completed in 1881, maps compiled from three different topographical surveys done in 1888, and maps compiled from a topographical survey

completed in 1889. The 1896 Dominion Lands Office map for township No. 2, Range 24, shows the Riplinger Road (the Macleod-Benton Trail) as it existed in 1881. The other four township maps listed were compiled mainly from topographical surveys completed in 1888 and 1889.

a. Map, Township 2 Range 24, West of the 4th Meridian. Dominion Lands Office, Ottawa, 25 April, 1889. Compiled from survey's by C.A. Bigger, D.L.S., 1888; M. Aldous D.T.S, 1881, and A. Driscoll, D.L.S., 1888. (Map, Library, Technical Services Branch, Land Administration Division of Alberta Environmental Protection, Edmonton, Alberta).

b. 1901, Second Edition (Corrected) Plan of Township No. 1, Range 24, West of the Fourth Meridian, Compiled from official surveys by C.F. Miles, D.L.S. 1893; A. Driscoll, Jr, D.L.S. 1888; F.W. Wilkins, D.L.S. 1895. Department of the Interior Topographical Surveys Branch. Ottawa, January 24, 1901 (Map, University of Calgary Archives).

c. 1896, Third Edition (Corrected) Plan of Township No. 2, Range 24, West of the Fourth Meridian, Compiled from official surveys by C.A. Bigger, D.L.S. 1888, J. F. Ritchie, D.L.S. 1889; and A. Driscoll, D.L.S. 1888. Department of the Interior Topographical Surveys Branch. Ottawa, December 2, 1896 (Map, University of Calgary Archives).

d. 1915, Alberta, Plan of Township No. 2, Range 25, West of the Fourth Meridian, Compiled from the official surveys of G.A. Bennett, D.L.S. 1913; C.F. Miles, 1889; C.A. Bigger, D.L.S. 1888; G.E. McMartin, D.L.S. 1888, and A. Driscoll, D.L.S. 1888. Department of the Interior, Ottawa. May 25, 1915 (Map, University of Calgary Archives).

e. 1899, Third Edition (Corrected) Plan of Township No. 3, Range 25, West of the Fourth Meridian, Compiled from official surveys of J. S. Dennis, D. L. S. 1887, J. F. Ritchie, D. L.S. 1889, M. Aldous, D. L. S. 1881. Department of the Interior Topographical Surveys Branch. Ottawa, January 5, 1899 (Map, University of Calgary Archives).

36. All maps have a grid system defining the coordinates of a location. **Latitude** and **Longitude** are one form of coordinates often used on maps. **Latitude lines** are parallel to the equator. **Longitude lines** run from pole to pole. **Latitude** is expressed as being North or South of the equator, and is written showing the North or South hemisphere, and the number of degrees, minutes, and seconds north or south of the equator. For example, forty nine degrees, one minute, fifty five point seven seconds north of the equator is written as N49° 01' 55.7". **Longitude** is expressed as being East or West of the Prime Meridian (0°), and is written to show the East/West hemisphere, and the number of degrees, minutes and seconds east or west of the Prime Meridian. For example a position one hundred and thirteen degrees, seven minutes, forty three point two seconds west of the Prime Meridian is written as W113° 07' 43.2". There are sixty seconds to a minute, and sixty minutes to a degree.

37. The U.S. military controls and randomly changes the timing of the civilian satellite signals to purposely limit the true point accuracy of civilian G.P.S. readings. Meaning that a given location

reading can vary from time to time depending on the signal timing, as first described, and the accuracy range of the instrument used. (Military Ground Position Satellite readings are 100% true point consistent, but such devices are not available for civilian use. P.24 G.P.S. Made Easy)

Since surveyed routes, as shown on official survey maps, are considered as reasonably accurate legal information, civilian G.P.S. readings are tremendously helpful in determining locations and confirming given information. All readings are accurate within the terms of the finite accuracy limitations, as described, at the time they were taken. Though there will always be an element of variability with the civilian G.P.S. instrument readings, they are considered insignificant for our purposes in this report. The allowable true point accuracy guarantee of the G.P.S. instrument used for these readings is in the range of ± 5 to 15 meters.

38. It is impossible to describe the amount of time and effort Dale Lowry has put into accurately determining the location of the trail in one small paragraph. He has literally donated hundreds of hours transposing and plotting latitude and longitude coordinates, walking the route of the trail, studying the lay of the land, and measuring and rechecking the route and the location of the trail. He has spent hours pouring over old maps, studying air photos, talking to long time residents and current land owners, following the route of the trail armed with old maps, measuring tapes and the GPS, and finally flagging the trail so others will know where the trail was located.

39. Trail was flagged for the 1998 wagon train re-enactment. Trail is to be permanently marked.

40. Other Journals indicate the pioneers camped on Willow Creek. The Taylorville School is located one half mile south of Willow Creek (present-day Rolph Creek).

41. In the early days of the church, fast days were held on the first Thursday of each month. In the History of the Church we find this notation made by Brigham Young:

"Thursday, 15...Fast Day: all works were stopped. Meetings were held in the several wards and donations made to the bishops for the poor; enough was contributed to supply the wants of the poor until harvest." (History of the Church, 7:411.) In the early days when the membership of the Church was small, the holding of fast day on Thursday was not a problem, but as time went on it caused employees to take time from their work to attend fast meeting, merchants had to close their businesses, and many other difficulties resulted from weekday observance.

A decision was made by the First Presidency and the Twelve that the monthly fast meeting should be held on the first Sunday of each month. The first Sunday of December, 1896, was the date set for the change. From that time to the present--nearly a century--the fast day has been observed, in most instances, on the first Sunday of the month as a religious practice (Hunter, 1985).

42. Card and Wilcox indicate the pioneers started crossing the river at 10 A.M., and four hours later at around 1:00 P.M. the crossing was completed.

43. Mary Lula Woolf was only ten years old when the events described happened. Her perception of the depth of the flood and the amount that it receded seems exaggerated compared to other

descriptions. In actuality the river only dropped eighteen inches, but to the mind of a child that drop was dramatic. Her account lends a special feeling of faith and details an answer to prayers that the other accounts do not have. She writes with a marvelous touch of detail that makes her record very valuable.

44. Card and Wilcox specifically mention Sergeant Brimmer. John W. Woolf indicates they were met by two mounted policeman who showed them where to cross the river. The special Cardston Golden Jubilee Edition of the Lethbridge Herald, Saturday June 19, 1937 shows a picture of Sergeant G. S. Cotter, on page 14, accompanied by the following notation: "Sergt. G.S. Cotter of the North West Mounted Police, St. Mary's detachment. He was one of the Mounties who welcomed the Mormon pioneers 50 years ago" (Woolf, 1937, June 19, The Lethbridge Herald). Perhaps Sergeant G.S. Cotter was one of the men who helped the pioneers cross the St. Mary River.

45. Card and the small company of pioneers with him arrived at their Lee's Creek destination on June 3rd about 4:00 P.M., not on June 4th.

46. In 1953, Archie G. Wilcox, wrote a Master's thesis at the University of Alberta entitled, "The Founding of the Mormon Community in Alberta." His thesis was based on personal interviews with the surviving members of the founding pioneers of Cardston.

47. The boat was already built, although dismantling and putting their outfits back together, had they had to use the boat, would have taken considerable time.

48. Ralph Neilson has lived and farmed near the border for many years. His father had a homestead in the Taylorville area. The trail crossed over some of the land owned or leased by Ralph Neilson.

49. Byron Wolsey has lived near the border in the Taylorville area for many years. Although he now lives in Cardston, he still ranches near the U.S./Canadian border. His father was personally acquainted with Charles Ora Card, having lived in the Card home a few months before taking up a homestead in the Whiskey Gap area, in 1906. Sometime later the family acquired property in the Taylorville area, which Byron still owns. His ranch home is located very close to part of the original trail. Byron grew up seeing the old wagon ruts of the original trail almost every day of his early life, and discussed the significance of them many times with his father.

50. It is illegal to cross the border dividing Canada and the United States at any place except a designated port of entry.

51. Notice that the coordinates of the latitude as determined by the GPS is south of the 49th parallel. As an explanation there was a story in The Calgary Herald, March 14, 1998, indicating the Canadian/U.S. border did not follow the 49th parallel exactly. The article explained that in some

places the border varied from a few feet to almost 600 feet to the north or south of the 49th parallel. It was interesting to note in the article that the present-day community of Coutts is almost 600 feet south of the actual 49th parallel (Toneguzzi, 1998, March 14, The Calgary Herald). In this location the border is several feet south of the 49th parallel.

52. The 1901 Department of the Interior map showing the plan of Township No.1, Range 24 West of the Fourth Meridian, shows D.S. Rolph owning the NE ¼ 3- Twp 1- R24 - W4, E.E. Rolph owning the NW¼ 3-Twp 1- R24 - W4, and J.L. Rolph owning the SE¼ 10-Twp 1-R24-W4. University of Calgary Archives, Calgary, Alberta.

53. This location refers to the North-West Mounted Police Post built on the east side of the St. Mary River in 1889. Originally the compound was built on the west side of the river. However, the buildings on the west side of the river were flooded in 1887, and the changing course of the St. Mary River necessitated the compound being built on the east side.

54. Guy Bowlby owns the property on which the old North-West Mounted Police post used to stand.

55. Fifty years after the Mormons came to Cardston, the Lethbridge Herald published a special Cardston Golden Jubilee Edition on June 19, 1937. This edition of the paper was devoted to the history of Cardston, and contains a wealth of information such as pictures of, and recorded interviews with some of the original pioneers and early settlers of the area. Unfortunately the reporter who conducted these interviews is not named, but he or she asked some profound questions. The answers provided by some of the founding pioneers and early settlers of the area give us a first hand view into history. On page 46 and 47 of that special edition, an interview held with a Mr Fred Shaw is reported. According to the article Fred Shaw joined the Northwest Mounted Police in 1878, and served with them until 1883 with another individual named Fred Morris. Upon being discharged in 1883 these men "spotted a good looking piece of country on the St Mary's River"(staff, 1937, June 19, the Lethbridge Herald), and went into ranching. During that interview, Mr Shaw recalled many interesting things about this country, and about the old N.W.M.P. post.

56. Peter Hofer, the cattle and range manger for the East Cardston Colony, was very gracious and anxious to help us in any way possible. However, he had a concern. He felt that some of the people in the Cardston area did not respect their property because of what the Hutterian believe and practice. He indicated that some of their fences had been cut, and gates were often left open allowing their cattle to roam freely. His last comments to us were, "Yes, you may enter onto our property with permission, but, please be careful and do close the gates after you drive through them." Peter's concerns and his last comment to us, underscore the need to respect the property rights of all people. Please do not cross onto private land without the express permission of the property owner or the current lease holder.

