

Form 10-306  
(Oct. 1972)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM FOR FEDERAL PROPERTIES

(Type all entries - complete applicable sections)

STATE: <b>Utah</b>
COUNTY: <b>Kane</b>
FOR NPS USE ONLY
ENTRY DATE <b>NOV 9 1975</b>

### 1. NAME

COMMON: <b>Hole-In-The-Rock</b> <i>use this</i>
AND/OR HISTORIC: <b>The Hole-In-The-Rock Expedition Trail</b>

### 2. LOCATION

STREET AND NUMBER: <i>SE of Escalante on Glen Canyon Natl Rec Area</i> <b>NW 1/4, Section 3, T. 41S., R. 9E. The Rincon Quadrangle-Utah</b>			
CITY OR TOWN: <i>Escalante wis.</i>		CONGRESSIONAL DISTRICT: <b>Allan Howe - 2</b>	
STATE: <b>Utah</b>	CODE <b>49</b>	COUNTY: <b>Kane</b>	CODE <b>025</b>

### 3. CLASSIFICATION

CATEGORY <small>(Check One)</small>	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input checked="" type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE <small>(Check One or More as Appropriate)</small>			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other <i>(Specify)</i> <b>Historic Site</b>

### 4. AGENCY

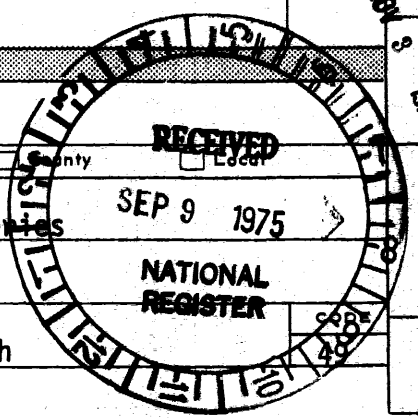
<b>U.S. National Park Service - Glen Canyon National Recreation Area</b>			Utah
REGIONAL HEADQUARTERS: <i>(If applicable)</i>	STREET AND NUMBER: <b>P.O. Box 1507</b>		
CITY OR TOWN: <b>Page</b>	STATE: <b>Arizona</b>	CODE <b>04</b>	

### 5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: <b>Establishing legislation for Glen Canyon National Recreation Area</b>			Kane
STREET AND NUMBER:			
CITY OR TOWN:	STATE:	CODE	

### 6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: <b>Archeological Survey of Glen Canyon</b>			
DATE OF SURVEY: <b>1956-1963</b>	<input type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> County
DEPOSITORY FOR SURVEY RECORDS: <b>Utah Statewide Archeological Survey: Glen Canyon Series</b>			
STREET AND NUMBER: <b>Department of Anthropology - University of Utah</b>			
CITY OR TOWN: <b>Salt Lake City</b>	STATE: <b>Utah</b>		



SEE INSTRUCTIONS

DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

While the Hole-In-The-Rock Expedition Trail covers approximately 225 miles from Cedar City, Utah to Bluff, Utah, this nomination will be concerned only with the site known as Hole-In-The-Rock from which the expedition derived its name and the immediately adjacent trail remnants that are located within the Glen Canyon National Recreation Area.

Ten miles of the historic trail are within the Park on the west side of Lake Powell and generally follow an existing four-wheel drive road from the edge of the Recreation Area near Soda Springs to 50-Mile Springs and on to the top of the "Hole". The trail then goes through the "Hole" and down to the shore of Lake Powell. The historic trail at this point is inundated until it reappears on the east shore of the lake in Cottonwood Canyon.

The "Hole" was originally a natural fault in the canyon rim, 1,000 feet above the Colorado River and about 3/4 of a mile away with a 45° slope. Drilling and blasting enlarged the natural fault enough to permit construction of a passable grade of 25°. This involved filling, the cutting of one slanted wagon track deep into the rock, and the drilling of holes and placing of stakes in solid rock for building a brush, driftwood and rock dugway. This construction was done in 1879.

The trail through the "Hole" was used by miners in the 1880's and 1890's, and they cut steps in the rock to facilitate its use by horses.

Today Lake Powell has inundated about 50% of the trail from the top of the "Hole" to the Colorado River. The remaining portion, about 3/8 of a mile, still shows evidence of the work completed there; however, the brush and rock dugway has been removed by natural elements and rock slough has changed the character of the road bed.

The site and adjacent trail will be returned to its historic character (December 1879) and stabilized for interpretation in that condition. The cost of this work will be approximately \$40,000.

SEE INSTRUCTIONS

**SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- |  |                                       |  |                                       |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century            | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century |                                       |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> Aboriginal             | <input type="checkbox"/> Education              | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning             |
| <input checked="" type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy       | <input checked="" type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic               | <input checked="" type="checkbox"/> Industry    | <input type="checkbox"/> Science                   | <u>Settlement/</u>                                  |
| <input type="checkbox"/> Agriculture            | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                 | <u>Colonization</u>                                 |
| <input type="checkbox"/> Architecture           | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian       | _____   |
| <input type="checkbox"/> Art                    | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater                   | _____   |
| <input type="checkbox"/> Commerce               | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation | _____   |
| <input type="checkbox"/> Communications         | <input type="checkbox"/> Music                  |  | _____   |
| <input type="checkbox"/> Conservation           |   |  | _____   |

STATEMENT OF SIGNIFICANCE

Today, two and one half miles downlake from the mouth of the Escalante River lies a natural fault on the rim of Glen Canyon overlooking Lake Powell. Here during the winter of 1879 a group of about 250 Mormon pioneers widened this "Hole" to accommodate their wagons and were thus able to descend a thousand feet to a make safe passage across the Colorado River.

During the 1870's, vigorous colonization efforts were being expended by the Church of Jesus Christ of Latterday Saints, also known as the Mormon Church. The completion of the transcontinental railroad in 1869, the discovery of gold and silver, plus the reports with maps by the Hayden Survey publicizing the region, helped to bring an influx of non-Mormon peoples into the Four Corners area. Cattlemen, farmers, and prospectors were among the interested people looking at this new area for settling. The Mormon Church saw the desirability of extending their boundaries by vigorous colonization efforts so that they could establish a stronger foothold in the country south and east of the Colorado River.

The Church of Jesus Christ of Latterday Saints organized a mission to first select a site and then later to found a settlement. In December 1878, at Parawon and in March 1879, at Cedar City, Utah, the Church issued a call. This was a summons for those whose names were read to enroll in the work of the faith. This was a method used by the Church in recruiting missionaries for foreign service, for colonizing missions and for settling regions not likely to be occupied in the course of normal frontier expansion.

In April 1879, Silas S. Smith led a party from Cedar City in search of a settlement site. Crossing the Colorado River at Lees Ferry and traveling southward to Moenkopi, they continued eastward through the Navajo country to the San Juan River selecting as their site a spot at the mouth of Montezuma Creek. Here they left some of their members and returned to Cedar City by an easier northern route crossing the Colorado at Moab, Utah. Their entire trip had taken them over one thousand miles.

The colonizing party to follow had a choice of either route each of which was about five hundred miles long. Told that a short cut was possible, they decided to open a new route going straight across the Colorado River. From separate towns and by separate routes, the group assembled at

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

University of Utah, Anthropological Papers, Glen Canyon Series #9, Outline History of the Glen Canyon Region 1776-1922, No. 42, Sept. 1959.

Miller, David E., Hole-In-The-Rock, An Epic in the Colonization of the Great American West, Univ. of Utah Press, Salt Lake City, Utah, 1959.

Hole-In-The-Rock Trail Recreation Development & Interpretive Plan, Escalante to Bluff; Hole-In-The-Rock Trail Committee, BLM/NPS, 1973.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	37°	15'	50"	110°	54'	30"			
NE	37°	15'	50"	110°	53'	30"			
SE	37°	15'	10"	110°	53'	30"			
SW	37°	15'	10"	110°	54'	30"			

*UTM on map*

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **10 acres - all Class VI**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY:	CODE
None			
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: <b>Temple A. Reynolds, Superintendent</b>		DATE: <b>12/30/74</b>
BUSINESS ADDRESS: <b>Glen Canyon National Recreation Area</b>		
STREET AND NUMBER: <b>P.O. Box 1507</b>		PHONE: <b>602-645-2471</b>
CITY OR TOWN: <b>Page</b>	STATE: <b>Arizona</b>	CODE: <b>04</b>

12. CERTIFICATION OF NOMINATION

NATIONAL REGISTER VERIFICATION

State Liaison Officer recommendation:

- Yes
- No
- None

*Melvin T. Smith*  
State Liaison Officer Signature

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Liaison Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The recommended level of significance is  National  State

*[Signature]* SEP 5 1975  
Federal Representative Signature  
**Deputy Assistant Secretary**  
Title

I hereby certify that this property is included in the National Register.

*[Signature]*  
Director, Office of Archeology and Historic Preservation

Date **11/3/75**

ATTEST:  
*[Signature]*  
Keeper of The National Register

Date **10/31/75**

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
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ENTRY NUMBER	DATE
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(Number all entries)

No. 8:

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Forty Mile Spring, located 40 miles southeast of Escalante. While waiting for their entire party to assemble at this location, a huge sandstone rock was found to be suitable for evening dances. This rock was named by the group, Dance Hall Rock.

FINALLY, IN NOVEMBER 1879, THE EXPEDITION OF OVER 250 MEN, WOMEN AND CHILDREN 83 WAGONS, AND A THOUSAND HEAD OF LIVESTOCK WAS ASSEMBLED. WHEN EARLY SNOWS IN THE MOUNTAINS BEHIND THEM PREVENTED ANY FURTHER THOUGHTS OF TURNING BACK, THE PARTY BEGAN THEIR JOURNEY TO THE RIM OF GLEN CANYON FOLLOWING ALMOST EXACTLY THE STRAIGHT CLIFFS OF THE KAIPAROWITZ PLATEAU. REACHING THE RIM, THEY FOUND THEIR WAY BLOCKED BY THE THOUSAND FOOT GORGE. TWO AND A HALF MILES SOUTH OF THE MOUTH OF THE ESCALANTE RIVER, THE PARTY FOUND A NATURAL FAULT IN THE RIM WHICH OPENED OUT BELOW INTO A VERY STEEP BUT SHORT SIDE CANYON OF THE COLORADO. HERE WAS A POSSIBLE WAY TO GET TO THE RIVER FLOOR BELOW.

THEIR DESCENT OVER THE WEST RIM WAS A SERIOUS UNDERTAKING, AS THE WINTER TEMPERATURES WERE OFTEN AROUND ZERO DEGREES. THE GROUP DRILLED AND BLASTED BACK INTO THE SOLID ROCK ENLARGING THE NATURAL FAULT FAR ENOUGH TO BUILD A PASSABLE GRADE FOR THEIR WAGONS AND THUS ABLE TO COMPENSATE FOR THE SHEER 45° VERTICAL SLOPE OF THE CLIFF. AFTER TWO WEEKS OF WORK THEY TRIED TO GET THEIR HORSES DOWN TO THE RIVER WHERE THERE WOULD BE MORE FORAGE FOR THEM. FURTHER ATTEMPTS WERE POSTPONED AFTER NINE ANIMALS WERE LOST ON THE FIRST TRY. IN ORDER TO GET THEIR WAGONS DOWN, THEY RESORTED TO BUILDING A DUGWAY. THIS INVOLVED CUTTING ONE SLANTING WAGONTRACK SO DEEP INTO THE ROCK THAT IT WOULD BE IMPOSSIBLE FOR THE WHEEL TO COME OUT. FURTHER DOWN THE SIDE, THEY CAME TO A STEEP, SMOOTH ROCKFACE WHICH WAS TOO ABRUPT FOR A DUGWAY. HAVING NO MORE BLACK POWDER, THEY TRIED ANOTHER APPROACH AND UTILIZING DRILLERS, SUSPENDED THEM OVER THE CLIFF FACE AND HAD THEM DRILL LARGE DEEP HOLES ON AN EVEN INCLINE ALL THE WAY TO THE BOTTOM. OTHER MEN WENT BELOW TO THE RIVER BOTTOM WHILE OTHERS WENT TO THE MOUNTAINS TO CUT STAKES OF SCRUB OAK. THESE STAKES WERE THEN POUNDED DEEP INTO THE DRILLED HOLES. BRUSH AND DRIFTWOOD WERE LAID ACROSS THESE STAKES AND BROKEN ROCK WAS APPLIED AS THE FINAL COVERINGS.

THE VERTICAL DROP THROUGH THE "HOLE" TO THE EDGE OF THE COLORADO RIVER WAS ABOUT ONE THOUSAND FEET AND A DISTANCE OF THREE QUARTERS OF A MILE. THE BUILDING OF THE ROAD OVER THIS AREA HAD OCCUPIED SIX WEEKS OF WORK, BUT IN LATE JANUARY THE ENTIRE EIGHTY-THREE WAGON CARAVAN WITH WHEELS BRAKED AND LOCKED BEGAN THE DOWNWARD JOURNEY THROUGH THE "HOLE" TO THE RIVER'S EDGE. A FERRYBOAT BUILT BY CHARLES HALL TOOK THE WAGONS, TWO AT A TIME, ACROSS THE COLORADO TO THE OPPOSITE SHORE.

A dugout road was built on the opposite side leading up Cottonwood Canyon and then out onto Grey Mesa where they found the snow to be a foot deep. The entire group continued on until April 6, 1880, when they camped at a site

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NOV 8 1975

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

Hole-In-The-Rock, Glen Canyon National Recreation Area

CONTINUATION SHEET

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about eighteen miles from their original destination at Montezuma Creek. Too tired to continue further, they decided to remain there where wood, water, and land were plentiful. Their journey had taken six months. The members of the party named this site Bluff City and their descendants are there today carrying on the proud pioneer heritage left to them by their ancestors.

Summary Statement of Significance

Here is commemorated the passage of 250 Mormon pioneers, an 83-wagon caravan, and their livestock through the Hole-In-The-Rock. This afforded them access to the Colorado River floor and the opportunity for safe passage across the river toward their original destination at Montezuma Creek. Passage was down the vertical drop of 1,000 feet by way of a dugway they constructed in the dead of winter. That they perserved in this effort is a testimonial to their courage, tenacity, and ingenuity. Hole-In-The-Rock commemorates these qualities, which were in fact shared by all pioneer peoples who in their overland migrations brought America's civilization and culture to the Far West.