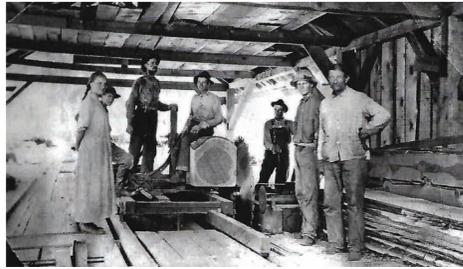


# LUMBER NEEDS FOR THE TEMPLE



In order to provide lumber for the Temple a sawmill was established at Mt. Trumbull in 1875. There were over forty men building roads to the mill and working at the site – 80 miles away from the Temple site. Robert Gardner was in charge. The young lady at the left is Helen Gubler, age 12, who drove the water wagon for the sawmill. Photo: Nellie Gubler



The Baptismal Font, weighing 18,000 pounds, a gift of Brigham Young, was hauled to St. George in 1874 on three wagons, each pulled by three yoke of oxen. George Jarvis supervised getting this font placed in the basement floor of the Temple. Ox teams also helped haul lumber from Mt. Trumbull



Large quantities of lumber were needed in construction of the St. George Temple for roofing and flooring as well as to provide support for the sandstone walls. Up to the time of construction of the temple, virtually all of the lumber needs for the area came from Pine Valley. This included the St. George Tabernacle and other public buildings and homes, as well as, other Washington County towns and the Nevada towns of Pioche and Panaca. However, this timber source was not adequate to provide all the lumber needed for the Temple. At this time, large stands of yellow (Ponderosa) pine were discovered at Mt. Trumbull. The Temple Trail was explored and built; the mill equipment and experience from the Pine Valley lumbering operations was used by those employed at Mt. Trumbull. The distance from Mt. Trumbull to the Temple (80 miles) is more than twice that of the Pine Valley lumber mills (35 miles).



## ST. GEORGE TEMPLE 1875-1876

## LEADERS INVOLVED IN THE TEMPLE TRAIL CONSTRUCTION AND OPERATION



### Brigham Young

Brigham Young was very involved in the development of the St. George Temple, including methods for securing the necessary lumber for its construction. It was not always

smooth sailing with cutting and hauling the lumber. In 1874 for example, upon learning that men who were cutting lumber were quitting, he wrote asking them to reconsider. However, they still returned to St. George. In a letter addressing the Saints of St. George in January 1875, he asked the workers to be diligent and discussed his frustration with the lumbering operation at Trumbull; he also described the supplies and equipment that would be shipped from the north and he said, "you may not understand ...that the Temple in St. George is being built upon the principle of the United Order." Among other things he sent was a large steam engine to help in preparing the needed lumber. Following this encouragement from Brigham Young, a worker reported: "Thursday Jan 14, 1875: I went to work. During the day, I saw teams coming in with lumber from Mount Trumble...I also saw 32 yoke of cattle coming into St. George to go to Mount Trumble to haul lumber for the temple." Lumber began to flow to the temple for use in construction.



### Robert Gardner

After talking with a Brother Copeland, a member from Beaver, and being turned down; Brigham Young sent a telegram to Robert Gardner asking him to use his "wisdom and energy to get out that lumber." In January of 1875, Robert Gardner accepted the assignment to secure the lumber for the temple and proceeded to inventory all the property. He took over the Mt. Trumbull lumbering operation in March, 1875 and he took two cooks, men and provisions. He also and took his wife, Mary Ann to assist him. Mary Ann shared many of his hardships and was a major reason for his success.

Under Robert Gardner, the lumber operation produced a "steady stream of lumber running from the standing tree to the Temple causing no hindrance for want of lumber."



### George A. Smith

George A. Smith was instrumental in settling southern Utah beginning with leadership in the colonization of Parowan in 1851. Later, a city, St. George was named for him by Brigham

Young was settled in 1861. He also recommended names of those who were called to settle St. George. He had a lot to do with the families that were involved in construction and use of the Temple Trail. He was also instrumental in promoting construction of the temple and ultimately, he dedicated the temple site.

It was George A. Smith who told Robert Gardner that he was the man for the job of getting out the lumber. Robert Gardner told about this experience in his own words: "I have been thinking ever since that lumber business... stopped, where can I put my hand on a man that will go out there, who will not be stopped by trifles, but will get out lumber no matter what it costs, so that the Temple may be finished without delay. I cannot get my mind off anyone by you." After further communication with Brigham Young, Gardner accepted the assignment.

## OTHER MAJOR PLAYERS

Fred Blake and his assistant William A. McCullough were in charge of hauling the lumber. Blake spent his time at the mills and McCullough traveled with the ox teams that took loaded wagons to St. George. Also, involved in managing the hauling of lumber was Issac C. Haight, who headed up a lumber hauling company located at Antelope Springs about half way to St. George on the Temple Trail.

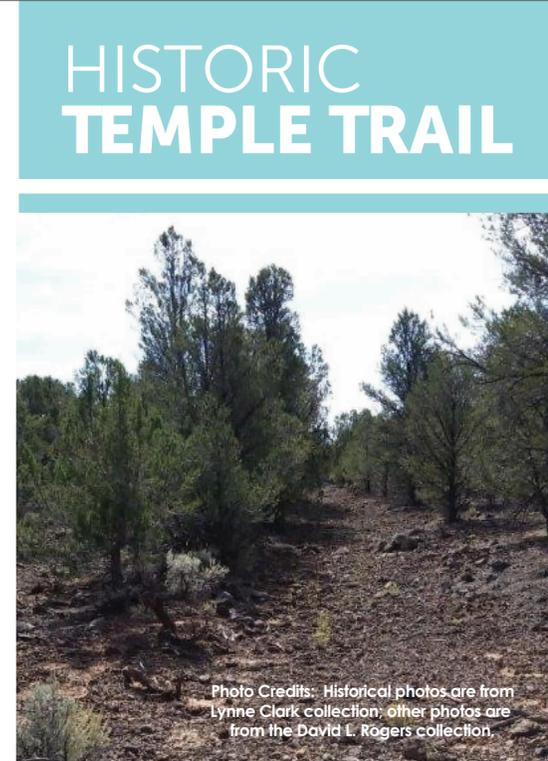


Photo Credits: Historical photos are from Lynne Clark collection; other photos are from the David L. Rogers collection.



# HISTORIC TEMPLE TRAIL



## TRANSPORTATION ISSUES

Pioneer historian James G. Bleak reported the wagons were pulled by three yoke of oxen. They were carrying truss beams which were 6 inches wide by 1 foot thick, and some were over 40 feet long. Wheels were locked as they maneuvered down through each of the steep dugways.

As one might imagine, livestock were critical to the success of the operation of the trail. The major method of moving goods and lumber was via wagons. The number of livestock and their care required continued attention. Food and water had to be brought in for the livestock. They had to be corralled, protected especially in the cold weather that occurred during the winter on top of the Hurricane Mesa. Transporting lumber to the temple from Mt. Trumbull 80 miles away was a major problem for those building the temple, but in time with a great deal of effort by several players both trails were functioning and the needed lumber was brought to the temple.

## LOCAL CHALLENGES

There were a number of challenges posed by weather. Among these were the amount of snow at higher elevations and the availability of water for livestock. For example, in the winter, snow fall prevented animals from grazing. This meant that feed had to be secured and provided to animals along the trail as they moved back and forth between Mt. Trumbull and St. George.

Because of the weather, there were two branches of the Temple Trail. The branches differ from posts 6 to 39. The lower trail is marked on the map. The upper trail from post 6 joins the Honeymoon Trail and is traced more or less on BLM Routes 1038, 1015, and 1001 to where the branches join again at post 39. Each was used in different seasons. The trail to Antelope Springs, on the upper rim of the Hurricane Fault had a more steady water source and was used early in the transfer of lumber from Mount Trumbull to the temple. A road connecting the trail on top of Hurricane Mesa (the one from Antelope Springs) to the trail running south from St. George past Fort Pearce was built in April and May 1874. This route was scouted in early March by St. George Stake President John W. Young and work on the road began on April 26, 1874.

One of the major challenges in transporting lumber from the mill to the temple was water for the oxen and horses. Oxen were most often used to haul the lumber. They traveled very slowly and there were few water holes. Sources of water were a problem on top of the Cliffs as well as the route along the bottom of the Cliffs. There were few water holes on either trail. One method of providing for water was to carve out "tanks" or small dams to catch and hold the limited rain water. Another method for providing water for the ox-train was the use of "two water-trailers, one of which was a tank and the other wagon bed filled with fifty-gallon barrels. These supplied water for the oxen in the train, since it was necessary to make dry camp on the way both coming and going".



## VOLUNTEERS AS LABORERS

Construction of the Temple Trail was accomplished under the direction of the United Order. At one time, this order involved 35-45 men from St. George, Santa Clara, Washington, Toquerville, Virgin City, Pine Valley, Harmony and Kanarra who were called to the work. They worked twenty days straight and were able to make the trail passible, except for the dugway which was only roughed out. Gardner probably selected men he trusted including Frederick and Benjamin Blake, Ebenezer Bryce and Harrison Burgess because of their skills and attitudes. Working conditions were not always the best and the men were dissatisfied, they quit working and returned home at one time in the lumber operation. However, Robert Gardner was able to get the men to return by providing cooks and provisions and the work progressed.



Mount Trumbull, AZ to St. George, UT

