

LINDON—OUR TOWN

FROM WAGON TRAILS IN THE DESERT
TO VAPOR TRAILS IN THE SKIES



1983



DEDICATION

This book is dedicated to those hardy pioneers who first settled this fertile valley and established a busy, thriving community.

It is dedicated to the countless individuals who, through the years, have had a part in building on the foundation laid by those first settlers.

And it is dedicated to those who are now, and who will yet be, a part of

LINDON--OUR TOWN.



TO THE READER . . .

In writing this history, we have attempted to tell the story of Lindon--Our Town. It is not just dates and figures but also a little about the people involved. Realizing that it is impossible to include everything about everyone who has been a part of Lindon during the 122 years since the settlers first arrived, we hope you will savor what is in this book and feel no regrets over unintentional omissions.

Often in our research there were differences as to how events transpired, when they occurred, and who was involved. A great deal of effort was expended endeavoring to resolve the conflicting accounts and to present an accurate record. Information supplied by interested individuals has been of great value.

Some names may appear in the book more often than other names. This is in no way intended to imply their contributions were more significant than those of others--there were just more of them. They had large families, many of whom remained in Lindon. And, throughout the years, these people have been actively involved in the civic and church affairs of our city. Thus, we read these family names frequently. To omit the contributions of such families would be unjust to the individuals and to the history of Lindon.

ACKNOWLEDGMENTS

LINDON--OUR TOWN was approved by Mayor Kenneth D. McMillan and the 1983 Lindon City Council. Following their approval, the Lindon Community Progress, chaired by Colleen McMillan, directed this book to be written and compiled by the Historical and Cultural chairman and committee:

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Particular acknowledgment is extended to Marjean Marchbanks for her original poetry composed especially for this volume. To JoAnne Abel we offer sincere thanks for typing the manuscript and adding the finishing touches in artistic details. Also, we give thanks to the many unnamed individuals who have given of their time so unselfishly and contributed for the knowledge and enjoyment of all.

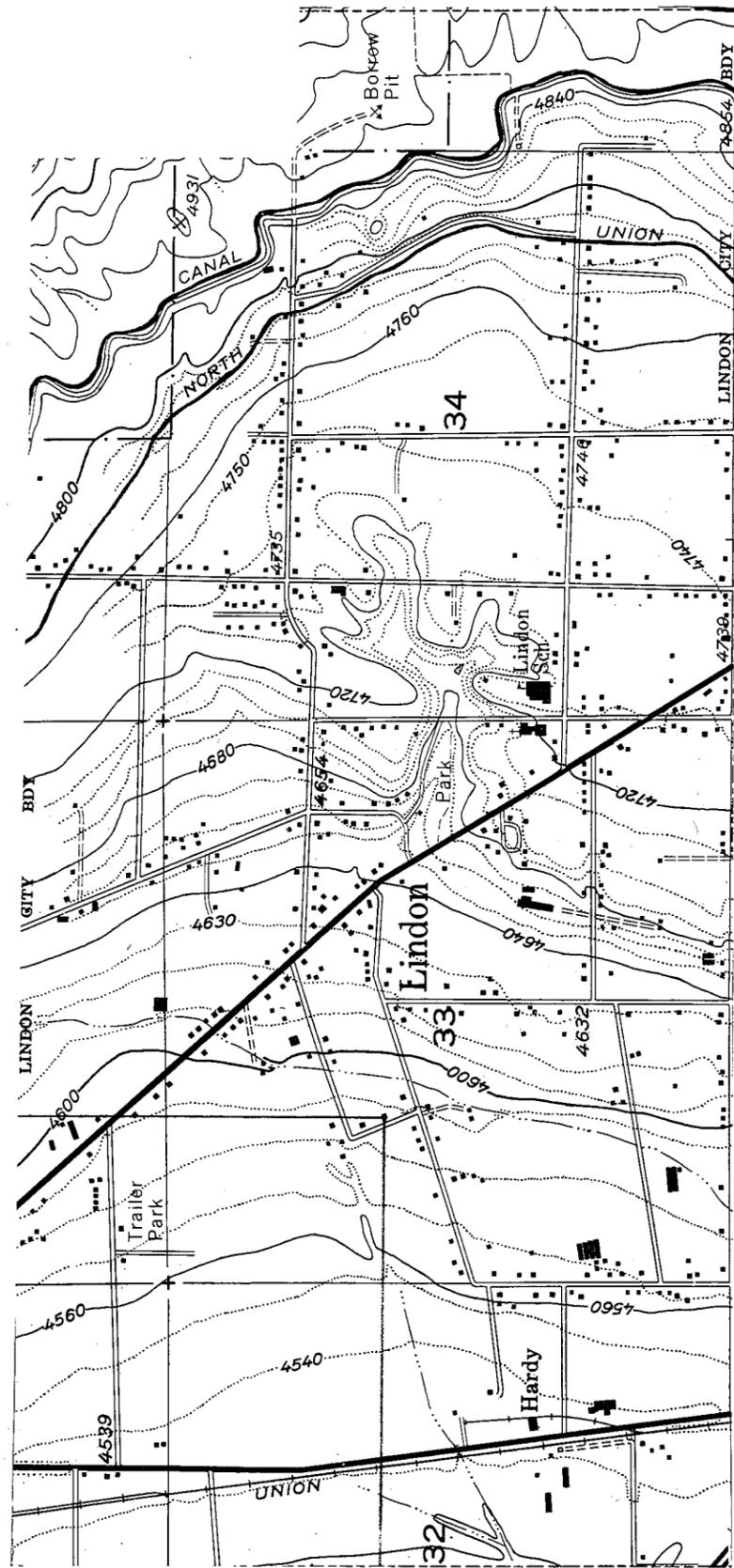
And, finally, we gratefully and humbly acknowledge Divine assistance in the preparation of this book.

We cite the following references used as sources of information in compiling the history, realizing that research for such a fascinating subject could go on for a lifetime and that obviously no book of this kind can ever be termed complete:

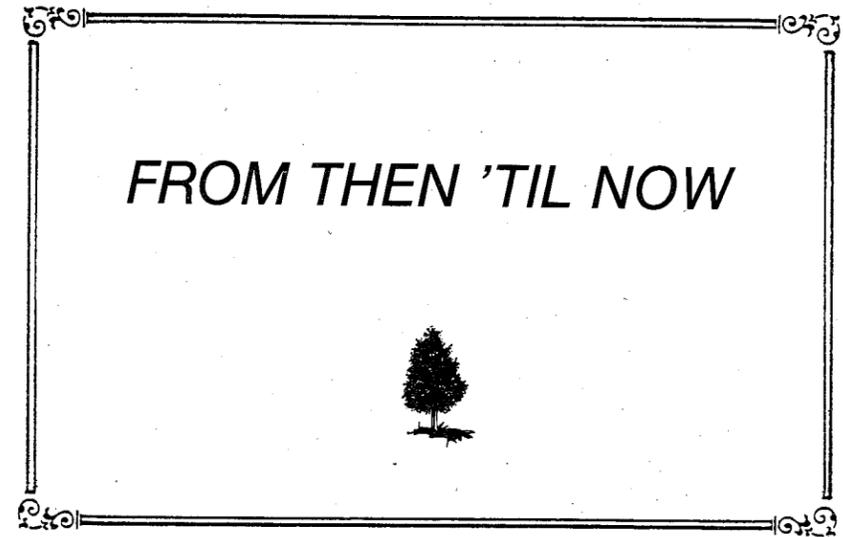
1. Glimpses of Pleasant Grove Schools, 1850-1950, written and compiled by Lucile H. and Harold S. Walker
2. History of Pleasant Grove, Utah, by Calvin Walker
3. Timpanogos Town, by Howard K. Driggs
4. History of Lindon, by Jeanne Walker
5. Henson Walker Family Record
6. Utah in Her Western Setting, by Milton R. Hunter
7. Numerous personal histories and information

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LINDON -- OUR TOWN





Oxcarts and handcarts pulled steadily into
the valley serene;
Tired, hungry, weary pioneers eyed the beautiful
scene.
Majestic mountains seemed to say, "Welcome to
your new home,"
And a lake with life-giving grace, saying, "You'll
never more need to roam."
With tools forged by their own hands they began to
till,
To plough, furrow, to build--the work was enormous
but strong was their will.
Smoke from the chimney and candlelight from the
windows were warm and inviting,
And the smell from the big iron pot was quite
exciting.
Out of these homes young children were taught
hard work, honesty, and faith in God;
When they were grown they carried on the work and
paved the paths their parents had trod.
Now, still nestled beneath the majesty of the
mountains so fine,
A city bustling with pride and energy you will find.
Schools and churches and industries reflect the
progressive tide,
And honest, hard-working, industrious people look
on with pride.
Automobiles have replaced the oxcart,
tractors the horse and plow;
Power lights our windows and computers show us how.
But never will anything ever replace
The courage it took to make such a place.



CHAPTER I

FROM THEN 'TIL NOW

Nestled at the foot of Mt. Timpanogos in the north central part of Utah County lies a quiet little city. It stretches like a ribbon from the foothills down to the shore of Utah Lake. This is LINDON--OUR TOWN.

The foundation was well laid and the stage set for the drama that has been enacted in the development of our town. By the mighty forces of nature Mt. Timpanogos was raised as the backdrop, while the streams and winds carved the canyons to add to the natural beauty. A variety of trees and shrubbery grew to bring varied colors to every changing season of the year.

Along the base of the mountain was spread a fertile valley. Here grew sage, sego lillies, sweet william, Indian paint brush, and other dainty blossoms, while along the stream sides wild roses and willows added their fragrance to the mountain air. All these made a beautiful carpet to adorn the foothills and upper valley floor. To the west lay the golden green meadows of exceeding beauty, reaching to the shores of Utah Lake.

Here the untilled ground lay, growing deeper and richer through the lengthening years. Here wild birds sang their songs, mated, and nested their young. Within the groves and dells of this great silent mountain, light-footed deer wandered, mountain sheep bounded fearlessly about their chosen haunts, and cougars prowled among woods and along trails to pounce upon their unsuspecting prey. Through winter and summer jackrabbits enlivened the sagebrush; coyotes and wolves howled at night.

No one knows how long these wild things had reigned supreme in their habitats. Then came the Indians, the Spanish missionaries, and the fur traders, each leaving its mark and name in the place encountered. And, in each case, it was a struggle for the survival of the fittest.

The arrival of the Mormon pioneers to the Salt Lake Valley in 1847 saw the dawn of a new era for Utah and the West. In 1849 scouts were sent south into Utah Valley to look for suitable grazing land and feed for the many herds of cattle, horses, and mules that were then in Salt Lake Valley. Furthermore, the pioneers had observed the rich grasslands of Battle Creek Meadows as they returned from the clashes with the Indians. So, after most of the troubles with the Indians had been worked out, the settlers began looking for permanent homes in this fertile valley.

The early history of Lindon is greatly entwined with that of Pleasant Grove. Early Mormon pioneers arrived in the evening of September

13, 1850, at a grove of cottonwood trees by a little stream. This location later became the town of Pleasant Grove. The Pleasant Grove Precinct included all the territory from the mouth of American Fork Canyon to Provo Canyon.

The rich meadow south of the town was called the Great Basin and was used for grazing and farming. Sometimes it was called the "herd ground." Indians lived in the mountains and, at times, roamed these feeding grounds, frightening the herd boys and disturbing the cattle. There were, on the whole, very few Indian uprisings in Utah Valley and comparatively little loss of life or property. However, it was natural that some conflicts should occur between the natives who had resided on the canyon streams for the past generations, claiming them for their own, and the newcomers, who were taking them for their agriculture.

Brigham Young, governor of the Utah Territory, felt deeply about the numerous injustices which had been inflicted upon the natives by the settlers of the United States. It was his policy, therefore, that the Mormons treat the Indians with respect and kindness. Nonetheless, from the Indian point of view, the white men were still stealing his hunting, fishing, and camping grounds.

When the pioneers came, they were drawn to places where they found water, wood, streams to fish, good hunting areas, and land suitable for grazing and farming. Unfortunately, the land that they chose--the land around Utah Lake which had ample supply of these necessities--had been the chosen haunts of the Indians for many years. They loved to fish and hunt and go about unhampered as they had done for generations. Naturally they looked upon the coming of the white men as an invasion. They must have thought that stealing, and sometimes even killing, was an economic necessity. Fortunately, as a rule, the Utah Indians were peaceable and responded to the kindly treatment of the settlers.

Curly Springs, in the foothills east of Lindon, received its name from an Indian. A few years after the pioneers arrived in Pleasant Grove, some young men were riding their horses when they spotted two Indians coming down the trail off the mountain. They waited until the Indians were well into the valley and then started after them on ponies.

The frightened Indians turned and ran up the trail. One of them escaped but the other was captured. Perhaps suspecting foul play, the men bound the remaining Indian with a rope and led him into the fort as a prisoner. There, by means of sign language, the Indian managed to convey the idea that his family was in the hills.

Bishop Henson Walker decided to find out if his story was true. The Indian led a party up the trail to a little valley, just below Baldy Mountain. There beside a spring were signs of an encampment, but the Indians were gone.

Again, through signs, the Indian begged permission to find his family and friends. He indicated he would bring them back to prove his honesty. The redman tracked them and soon overtook them. True to the

promise he had made to the white men, he brought his wife and little ones back, as well as the companion who had outrun the young men.

Soon after this incident the Indian companion lost his eyesight and became known as "Blind Pete." The one they freed was called "Curly." The two families pitched their teepees outside the fort in Pleasant Grove and spent the winter. There Curly's wife gave birth to a baby boy who grew up as "Indian Jim." He was a kindly man to all he encountered and was well known to the people in the area throughout his life.

Later, when the Shoshones were on the warpath against the Utes, they found a camp by the Provo River. In the camp were a few Ute squaws, some papooses, and Blind Pete. The raiding Shoshones cruelly killed all the unprotected Utes.

After the settlers had moved out onto the herd ground, the Indians would often come to the cabins to beg for food.

Many of the roads we travel today were once Indian trails--Locust Avenue, State Highway 91, and the road up Provo Canyon, to name a few.

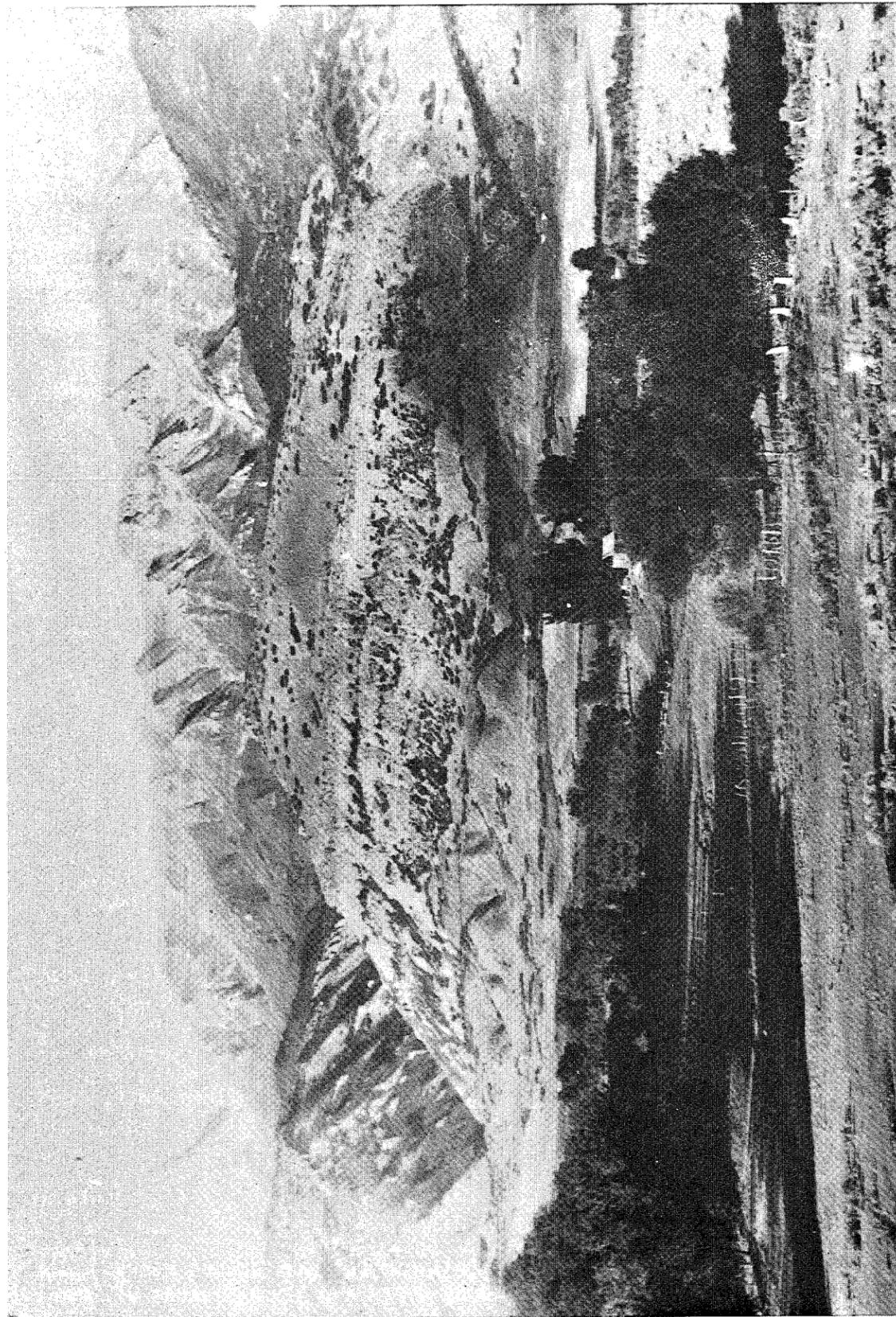
In 1861 a few of the families from Pleasant Grove moved out onto the land south of town, settling along a wagon route which had once been an Indian trail. At first these settlers lived in dugouts, but later they built homes out of logs hauled from the mountains. In the "Reflections" chapter, Ray Walker offers some insights into the methods of log hauling in these early days. Some houses were built from adobe, a few of which are still standing.

Although this area still belonged to Pleasant Grove, this string of homes became known as Stringtown. Some of the first settlers of Stringtown, later Lindon, were the families of: William Owen Cullimore, James Cullimore, Thomas Wooley, Fred Fowlke, Henry Brown, Thomas Nerdin, Riley Howard, and James Henry Gillman, Sr. Other early settlers were the families of: Evander White, Joseph F. Davis, William Lord, Matthew Bezzant, Thomas Holland, John Harris, Joseph William Ash, Samuel Parks, William Fage, Henry Dittmore, John Wright, Elias Aston, Elisha Mayhew, Ruel Rogers, and Dan Wadley.

Others included Ezra Walker, John Y. Walker, Benjamin Walker, Lewis Robison, John Slaugh, Alfred Keetch, John Smith, William Kirk, Alonzo Hooley, George Shoell, Robert Thorne, Hosea Stout, and a Mr. Garrett. There were also the families of: Thomas Cobbley, Alfred Harper, Hyrum Wright, James Wright, Alfred Aston, William Robbins, James Hooper, Augustava Johnson, William Bjork, Carl Hansen, Mark Down, William Marrott, George Tomlinson, Frank Millett, Charles Rodeback, and Alfred Culmer.

As more settlers came, they took up large tracks of land to the east and to the west and settled on them. The area closer to the mountains was called The Bench.

The first white child born in this community was James Henry Gillman, born on April 22, 1864, to James Henry and Alice Wickham Gillman.



The area close to the mountains was called "The Bench."

The next baby to arrive was a girl, Elizabeth Cullimore Ash, born to James and Clara Fowlke Cullimore on January 31, 1865. These babies were both born in dugouts with a dirt roof and floor. Brief sketches of the lives of these two people are found in the "Reflections" chapter.

James and Clara Cullimore were the first couple married in the new settlement and the first couple to celebrate their fiftieth wedding anniversary.

The first school was held in the old Nerdin home, with Joseph William Ash and Susan Wooley as the first teachers. Alfred Harper was the first choir leader of the new settlement, and George Tomlinson was the first band leader. A Mr. Garrett owned the first span of oxen in the area.

Faithful to their religion, the people held meetings each Sunday in their various homes. They sang, had prayer, partook of the sacrament, and then listened to the teachings of the gospel. The first Sunday School was held in the home of John Slauch. The first Lindon Ward was organized on April 20, 1890, with James Cobbley as bishop, Alfred G. Keetch and Robert Thorne as counselors.

The first homes of these settlers were meagerly furnished. There were occasional pieces of fine furniture which had been brought across the plains in the covered wagons, but most of their furniture was handmade from native wood. Their beds and chairs were made of willows tied with buckskin. They slept on ticks stuffed with straw, feathers, or cattail down. In the fall the ticks were opened and filled again with fresh, fluffy stuffing. The straw was then used for the animals.

Their clothing was very poor and had to be homemade. Most of the families owned a few sheep. These were sheared and the wool used for making cloth. Many times the girls would follow the sheep and gather the wool which would cling to the brush and bushes. The wool was then washed, dried, and carded. The women placed small bits of wool between the cards, which were flat pieces of wood with brushes of wire, and then combed it until it was smooth and fluffy. With the aid of the spinning wheel, it was made into thread, which was reeled into knots and skeins. Sometimes this yarn was dyed, using plants, bark, and roots to create the different colors. Then the yarn was woven into cloth. Usually the loom that was used for weaving the cloth was homemade.

The men's trousers were made from buckskin. The children went barefoot until cold weather, and then they wore moccasins of buckskin. These were made in the homes. Few children had "real" shoes to wear.

There usually was no great shortage of food. A variety of vegetables was raised in their gardens, and there were plenty of fish and wild game. The problem was in storing it--as they had no freezers or refrigerators as we enjoy today. Their diets were somewhat monotonous, mostly meat in the winter and vegetables in the summer. Mushrooms were quite plentiful in the area, too.

The settlers went to the canyons and gathered wild berries and

cherries which they preserved for winter. Fruit trees were planted and soon they were growing their own fruit. Drying was the most common method of preserving fruit for winter enjoyment. Wheat, oats, and barley were grown, as well as hay for the animals. The hay was cut with the old-fashioned scythe.

Supplying the common necessities of life required much imagination and ingenuity. Soap was one such commodity. Soap making became quite an art, and the women were happy when they could make a batch of good white soap. A homemaker would save every scrap of fat for months, storing them in a crock until time to make the soap. Lye was another important ingredient. For several days ashes were collected from cottonwood, greasewood, mable wood, or corn cob fires. These ashes were stored in a barrel and water was added. After stirring and skimming several times, the waste ashes would settle to the bottom and the clear lye water was ready to use.



Mary B. Fage making soap.

Out in the yard the lye water was heated in a big kettle and the grease was slowly added. As it cooked slowly for several hours, the lye would eat away the grease until a rich, honeylike syrup was formed. When the soap was just right, it was carefully poured into a tub to cool overnight. The soap was then cut into bars and allowed to dry completely before it was stored or used.

Salt was one commodity which was essential for these early settlers. Some of the pioneers had suffered diseases while crossing the plains due to lack of salt. It was not only necessary in their daily diet, but it was also used extensively for preserving food, especially their meat. Salt could be obtained by making a trip in a wagon to Salt Lake. The salt had been evaporated out of the Great Salt Lake.

Some sugar was brought in by freight, but at \$1 a pound the settlers could not afford such a luxury. Beets and carrots would produce a sweet syrup when the water in which they were cooked was boiled down. Molasses cane was planted and the syrup from this was used for sweetening. Molasses was also made from squash. When in the woods, the pioneers watched for the honey bee and were overjoyed when they found a store of honey. Later some of the settlers had beehives.

For lighting, the women made candles or burned rags dipped in grease.

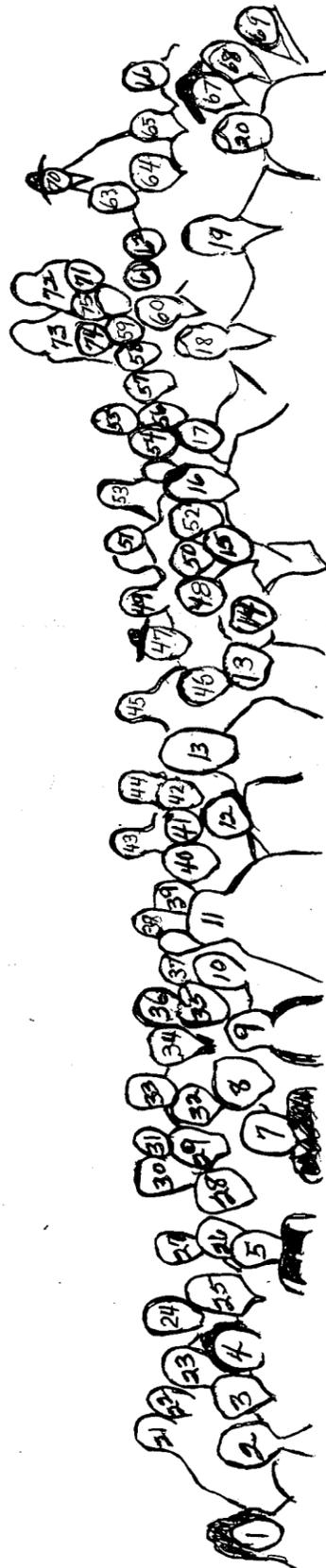
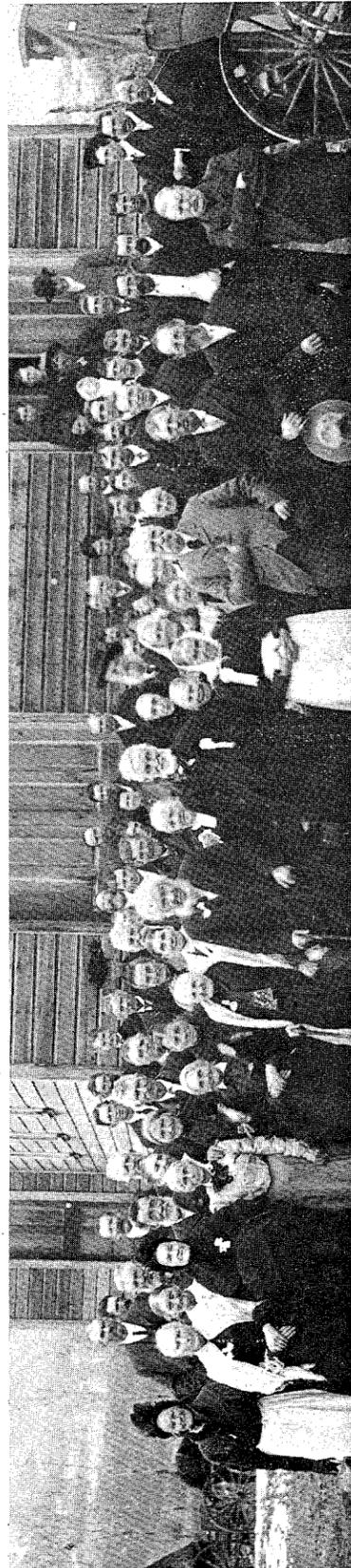


Jennie Allred, age 19.

Though life for these early settlers was very difficult and there was always much hard work to be done, they still found time to have fun. Dances and parties were held in their homes or even in cleanly swept door yards. They produced plays. Parents visited one another, and the children played games. Those with musical talent willingly entertained. They laughed together, worked together, and shared each other's dreams and sorrows.

One of the first necessities of the people of Lindon was water for culinary use and for their livestock. Wherever a small stream could be found, the people used it for drinking. Sometimes it was necessary to haul their water three or four miles. The women often took their soiled clothing to the streams, stood on the banks of the stream, and washed their clothes.

Curly Springs provided the main source of water for the pioneers. Later the canals and ditches brought the water closer to their homes. Some of the early settlers dug wells for culinary water. But this was a slow, hard job, as their implements consisted of pick and shovel. Then the dirt was hoisted out of the hole in a bucket.



A get-together in the "good old days."

- | | | | | |
|--------------------|--------------------|----------------------|----------------------|------------------------|
| 1 Hannah Woolley | 16 Robert Cobbley | 31 William Bjork | 46 Elizabeth Walker | 61 George Harris |
| 2 Pierce | 17 Sophia Culmer | 32 Hyrum Wright | 47 Sam Parks | 62 Alf Johnson |
| 3 Aston | 18 George Shoell | 33 | 48 Nancy Holman | 63 John Wright |
| 4 Susannah Woolley | 19 Lewis Olsen | 34 | 49 | 64 George Tomlinson |
| 5 Harriet Holland | 20 Frank Banks | 35 | 50 | 65 Ike Harris |
| 6 | 21 Ezra F. Walker | 36 | 51 Robert Thorne | 66 David Thorne |
| 7 Alice Gillman | 22 James Gillman | 37 | 52 | 67 John C. Coulam |
| 8 Bezzant | 23 William Robbins | 38 John Gardner | 53 Emmie Aston | 68 George Dittmore |
| 9 Ann Harris | 24 A. L. Cullimore | 39 Alf Harper | 54 John Baxter | 69 George Cullimore |
| 10 Swenson | 25 | 40 | 55 William Cullimore | 70 Chess Gillman |
| 11 John Harris | 26 Emily Keetch | 41 Annie Loader | 56 | 71 Karl Banks |
| 12 Cobbley | 27 Alfred Keetch | 42 Annie Jane Pierce | 57 John Y. Walker | 72 George Walker |
| 13 | 28 Hannah Nerdin | 43 Charlie Cobbley | 58 Alf Aston | 73 |
| 14 Cobbley | 29 | 44 | 59 Vernie H. Thorne | 74 |
| 15 Cad Cobbley | 30 Benjamin Walker | 45 A. B. Walker | 60 Charley Hanson | 75 Reed Gillman (baby) |

On March 24, 1924, the town incorporated for the purpose of obtaining a culinary water system. Most of the trenches for this system were dug by pick and shovel, with some "horse-power" assisting. Water meters were installed in 1933.

The city now uses water from Dry Canyon Springs, Curly Springs, and a well on 200 East and one on Main Street. Lindon has two emergency stand-by wells and two large storage tanks in addition to another large storage tank completed in August of 1981 and located east of the Murdock Canal.

These early pioneers realized that to make the desert blossom, they were going to have to prepare an irrigation system to bring the water to the parched earth. The landowners met together in January of 1865 and incorporated an irrigation company. They elected a board of trustees and a secretary and treasurer. To raise money to build the canal, they taxed each landowner \$3.00 an acre.

Accounts differ as to just when the first ditch was dug and who did the work. It appears many helped with the digging of the canal. Work was evidently done in stages and took about ten years to complete the North Union Canal.

The canal was twelve feet wide and three feet deep with a "third" slope on each bank. Much of this work was done by hand, clearing the area by hand or with crude fresno scrapers pulled by horses. To insure the needed "drop," usually five or six inches per 1000 feet, a long pole was placed in the canal bed. A jar containing water was placed on one end of the pole. If the bubble was in the correct location in the jar, the workers knew the "drop" was "on target."

The Provo Bench Canal was incorporated in 1883 and irrigation was then brought into Lindon on a larger scale.

About this time a Domestic Decree was enacted, stating that any Lindonite desiring to use canal water to water livestock or for culinary use in the home had the inherent right and privilege to do so. To make this decree valid, water was allowed to flow through the canal during the entire year instead of seasonally as it does now.

The North Union Canal carried the life blood to this valley. A water master was hired to divide the water usage among the landowners. He was to be a caretaker of the canal to watch for breaks in the banks, handle the problems, and have the water for the ready use of the farmers.

It was a common sight to see the horse-drawn grader splashing along the canal, cleaning out the moss. Later the canal was widened to sixteen feet. Eventually it was cemented and is now one of the best canals in the intermountain territory.

In the beginning, a share of this water cost \$1.50. In 1935, it was \$350 a share, and in 1970 the cost was \$1000 per share--if you could find any to buy.

Big Hollow Water came into existence in 1885. This is the stream of water that runs through the hollow and the present park. At first it was just a trickle, but it gradually began to increase as surface water runoff from the irrigation of land in east Lindon increased. Finally, on November 1, 1894, a court decree distributed this water among forty-two water users who irrigated 506 acres of land.

Today the people of Lindon have the water rights and advantages of two canals traversing our city. In addition to the North Union Canal, we have the Murdock Canal.

Digging for the Murdock Canal began in the Orem area in 1910. By 1912 the canal bed had been dug through Lindon, and in about 1915, five years after the commencement of the project, the canal was completed through to Lehi on the north and finally to the Jordan River junction south of the Point of the Mountain.

The Murdock Canal runs through Lindon east of the North Union Canal and is positioned so that those farms which are east and above the North Union Canal can secure water from the Murdock Canal to irrigate their crops.

Because water has always been so vital to life, many disagreements and struggles have taken place during the years. One such interesting story is recorded in the "Reflections" chapter by Don and Donna Walker.

Irrigation--and its related chores and obligations--has proven to be an "eye-opening" experience for some of the newcomers who move into Lindon. With no previous experience with ditch watering, these people are surprised and can become confused when they are informed of a "water turn" in the wee hours of the morning. "What shall I do with all that water when it comes?" "How do I confine it to just my lot?" are some of the questions posed by these bewildered Lindonites, as the blessed liquid flows down the ditch in their direction.

It takes a while for them to understand they have the responsibility for the water during their irrigation turn--whenever it might be. Of course, you can tell who has the water by whose backyard lights are burning in the middle of the night.

Without benefit of modern, high-powered machinery, the men, women, and even the children worked to tame the valley. Their tools and machinery were mostly handmade, but that didn't stop them from planting orchards and large berry patches. There were acres of grain, hay, and vegetables. They planted gardens and built corrals and sheds for cattle, sheep, pigs, and chickens. These industrious and resourceful people were willing to do whatever was necessary to take care of their needs and improve the quality of their lives. There was even an attempt to raise silkworms. A mulberry tree still grows on the lawn of Joseph and Miriam Ash's home at 92 East 400 North, a remnant of that early experiment.

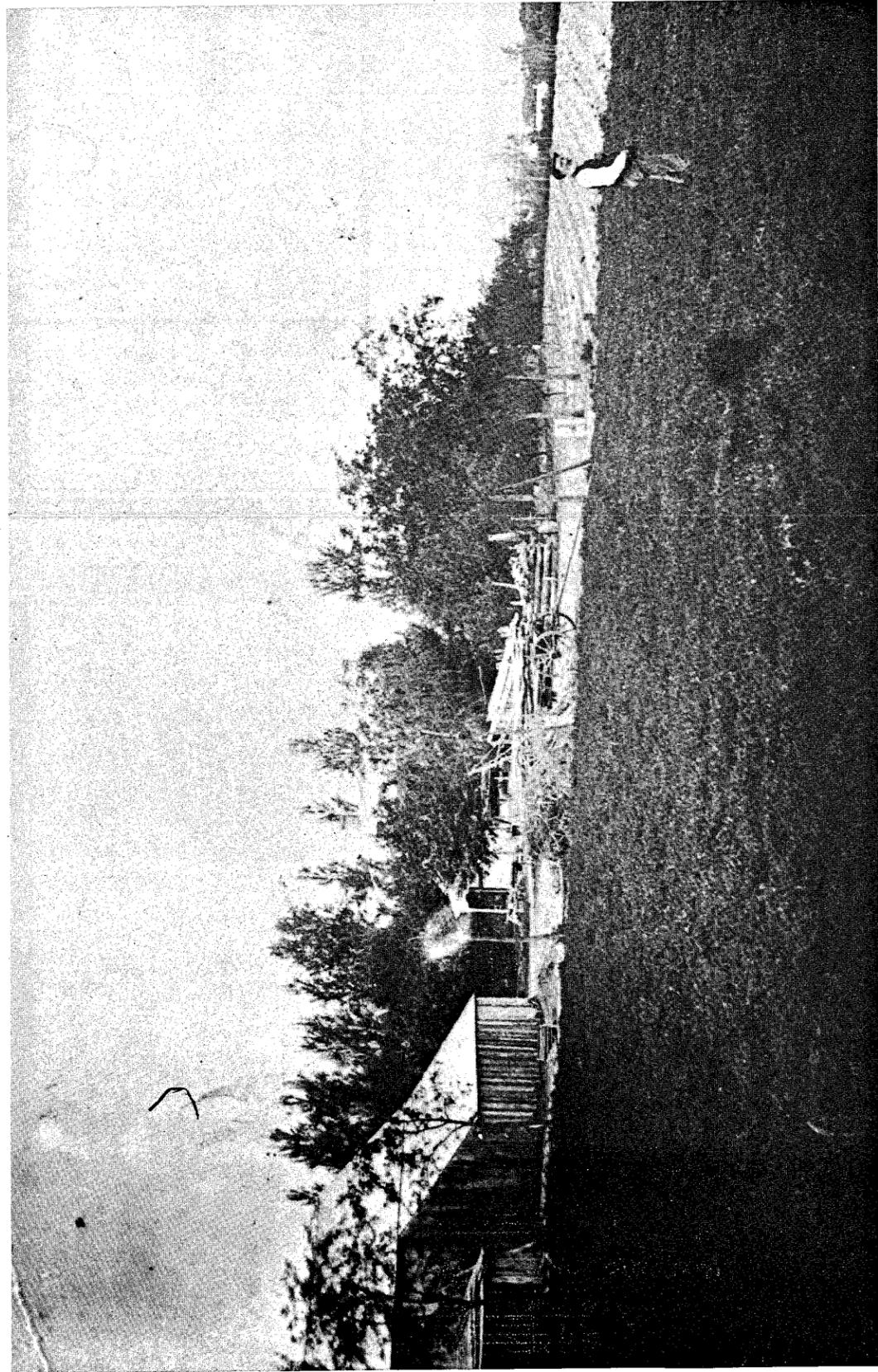
Those early settlers thought nothing of walking to Pleasant Grove. Sometimes it was necessary to walk to Provo and, occasionally, even to Salt Lake City.



Above: Orchards were plentiful in Lindon in the early days. Pictured is the orchard of Andrew Swenson.



David and Eva Thorne are planting their garden in back of their big rock house.



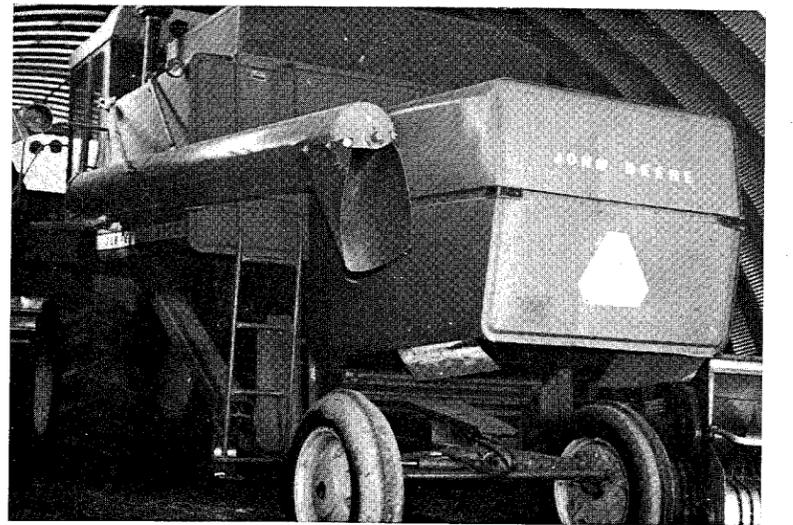
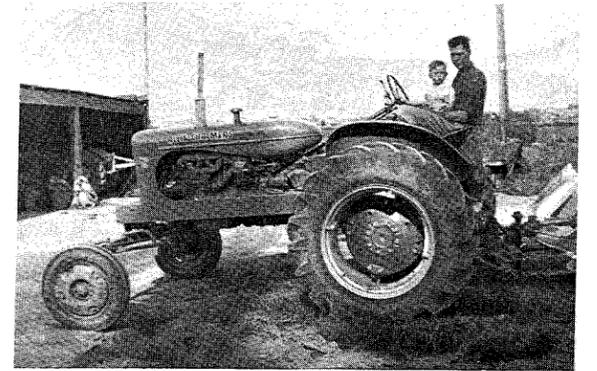
We sometimes marvel at the progress the early settlers made and the results they achieved with their primitive tools, equipment, and methods. Shown above is Dan Wadley on his farm.

The handmade tools and machinery of yesteryear have been replaced by equipment of which the pioneers, in their fondest dreams, could never have visualized. Today we boast of tractors equipped with the luxuries of heating and air-conditioning.

Once upon a time, the farmers cut their grain with a scythe, tied it into bundles by hand, piled the bundles, and then hauled them in from the fields with a team and wagon. The bundles were then fed into the old thresher, with the straw blown out on one side and the grain on the other. Now the new combine moves into the field, cuts the grain, threshes out the kernels and blows them into waiting trucks. The straw falls out the back, where the baler will come along and compact and bind it into bales.

Today most of the early Lindon fields have been replaced by houses.

At first the economy depended entirely on farming, but gradually industries and businesses developed. Some of the Lindon men worked in the mines in American Fork Canyon. Some helped in building the canals and roads. There were some who helped build Fort Douglas. Some started businesses of their own, and others worked in the businesses of others. So, little by little, cash became more plentiful. In 1942, the Geneva Steel Plant was built in the county and many of the Lindon men found employment there. This was a tremendous boost to the population and economy.



Pictured above are some of Kent Anderson's equipment: a 1954 tractor, 1982 tractor, 1983 combine.

When the settlers first moved out along the trail south of Pleasant Grove, the homes were few and far between. Those who became sick within these homes were cared for by their own families, relatives, or friends. Babies were delivered by whoever was available--sometimes this happened to be the father.

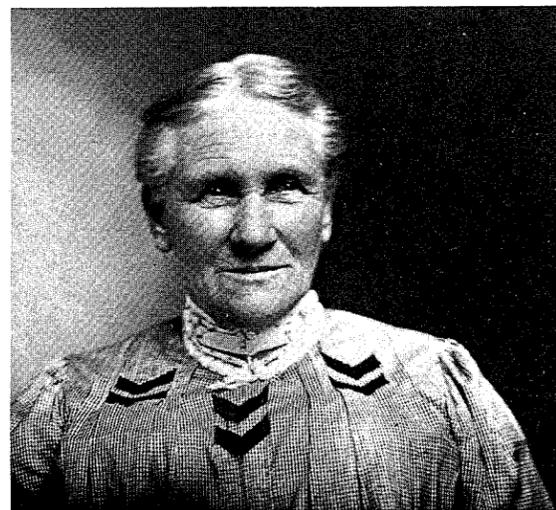
In 1877, Dr. Ruel M. Rogers and his family moved to the Bench, close to the trail that led up through Provo Canyon. Dr. Rogers traveled from Provo to Draper caring for the sick.

A graduate of McDowell School of Medicine, Dr. Rogers and his family settled first in Draper, moved to Moroni for a few years, then moved back to Draper for about a year and a half before finally settling in this area. In Draper he taught school, in addition to his medical practice, because he was an educated man and there was a critical need for teachers.

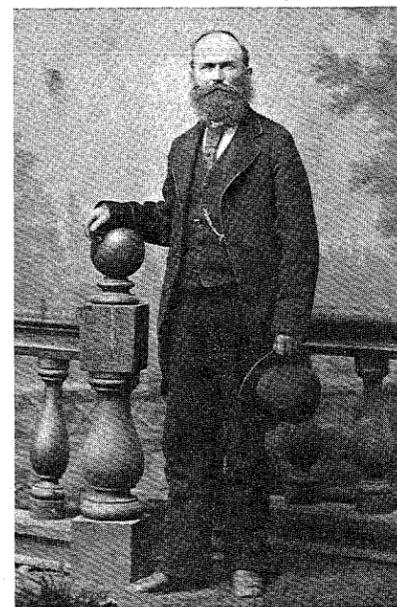
He opened a drug store on the highway at approximately 400 North. After a couple of years, he moved the drug store business to Pleasant Grove.

This was during the time of polygamy, and Dr. Rogers had four wives and thirty-two children. Because he would not forsake his last three wives, he was imprisoned for about two years.

Following his release from prison, he lived in the back of the drug store in Pleasant Grove. He found time in his busy life to pursue his interest in dramatics and usually played the heavy roles. He died in 1903.



Sophia Warren Culmer served as a midwife in Lindon from 1878 to 1910.



Dr. Ruel M. Rogers

Because there were many times when a doctor was unavailable, through the years there were women, usually self-trained, who served as midwives, delivering babies and caring for the sick.

Records tell of one such woman, Sophia Warren Culmer, wife of Alfred Edwin Culmer. As a young girl living in England, Sophia worked in a hospital. Her work consisted of carrying trays to the patients and

running errands. This was her only nursing experience.

After the birth of her sixth child, Sophia began to practice nursing and served as a midwife. She delivered babies in Lindon for thirty-two years, from October 1878 to June 1910. It was said that when "Sister Culmer" came into the homes where serious illnesses were, the patients knew they would get better. When she died in August 1910, her friends placed a monument on her grave at the Pleasant Grove cemetery in appreciation of her many kind deeds.

Edith Ann Wilmott Wadley was one woman who was a registered nurse. She had received her training at the hospital in Provo, later becoming supervisor there. During the three years she was training, she earned \$8.00 a month, plus her room and board. She came to Lindon from Springville after her marriage to Joseph D. Wadley in 1922. She helped and cared for the people in the town until her death in 1932.

There were also other noble women who left their own families and labors, often in the dead of night or the cold of winter, to go to the aid of others. Marguerite Harris, Blanche Kinder Hooley, and, undoubtedly, many others, were among this respected and loved group. Sometimes they were paid for their services with a setting of eggs, a slab of bacon, a sack of flour, vegetables, or maybe a small weaner pig.

As we think about those who gave care and assistance to the sick and afflicted, mention must be made of the town veterinarian.

William Joseph Nerdin was born June 6, 1878, to Thomas and Annie Halverson in Stringtown. His father died when Joseph was only eight years old. He helped his mother by herding cows from the meadows west of Lindon to the east mountains, around Curly Springs. He had to cope with many Indians in those days.

As a young man, Joe studied veterinary work. He loved horses and always had a good team or two. He was also a very good horse trader. He and Clark Allred bought a grain binder and together cut many acres of grain in Lindon.

Joe married Enga Borgenson Sorenson in 1909, and they had four children.

Many times Joe would doctor a cow or horse out in very cold weather. Finally his health gave out and he passed away in December 1936 at the age of fifty-eight.



Joe Nerdin, the town veterinarian.

By some unknown way the contagious diseases made their way to the Utah communities. Lindon was no exception. These sicknesses were intensified by the poor living conditions and the lack of sanitation. Professional medical care also was scarce, and as a result, many people lost their lives.

In an effort to control these diseases the city approved several ordinances which the officials hoped would stop the spread of the illnesses. One such ordinance was a lengthy and detailed law concerning quarantine. Some of the rules were: Anyone having any of the following diseases must be quarantined and this reported to the Board of Health within five hours--scarlet fever, small pox, diphtheria, bubonic plague, epidemic cerebro-spinal meningitis, whooping cough, typhoid fever, measles, chicken pox, Spanish influenza, or any acute contagious or infectious disease.

It was the duty of the Board of Health to place near the front door and upon the outside of the dwelling house, a flag not less than eighteen inches in length by twelve inches high, upon which was printed in plain black letters at least six inches in height, the name of the disease which therein existed.

It was unlawful for any person, except a practicing physician, to leave such premises until quarantine had been lawfully removed. With some diseases it was necessary to disinfect the home and its contents before the quarantine was removed.

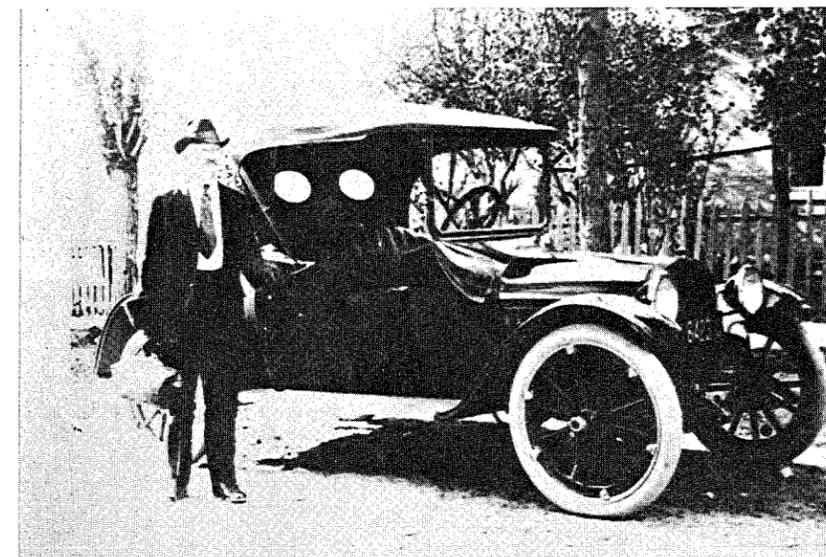
It was unlawful to hold a public funeral over the body of a person who had died from Spanish influenza, scarlet fever, small pox, diphtheria, bubonic plague, or epidemic cerebro-spinal meningitis, or remove the casket in any public conveyance.

Through the years, though no doctor lived in Lindon, there were dedicated men who made house calls, traveling from their homes in Pleasant Grove to aid the sick in Lindon. A history of Lindon would not really be complete without mentioning these doctors who were loved and appreciated by the people of our town.

Dr. Harvey Vance came to Pleasant Grove from the East about 1905. In a predominantly LDS community, Dr. Vance was somewhat of a novelty. He was not a member of the Mormon church; he smoked a cigar and was quite outspoken. However, he is remembered as being very concerned and compassionate with the sick and sorrowing. He married Rose Schaffer, the principal and teacher at the high school; they had no children. He died in 1918, during the flu epidemic. No picture of Dr. Vance could be located.

Dr. O. E. (Oscar Earnest) Grua came to Pleasant Grove about 1907. A native of South Dakota, he graduated from the University of Illinois. He began his practice in Pleasant Grove, sharing offices with Dr. Vance. He married a local girl, Mae Clark, in 1916. He died of pneumonia in December 1932 and was buried the day before Christmas, leaving a young family.

Dr. O. E. Grua, a rural country doctor who made house calls in the community of Lindon.

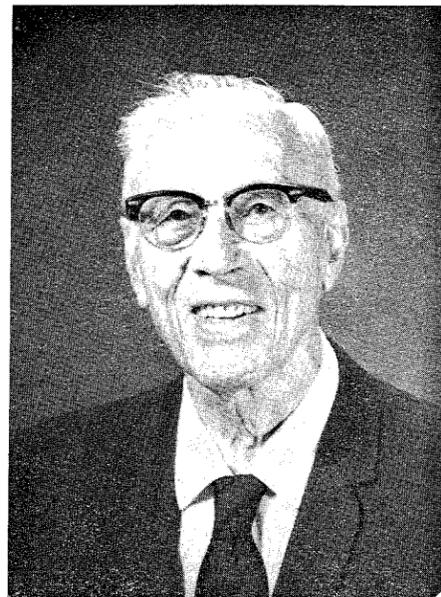


Dr. B. C. (Burleigh Carlton) Linebaugh was born in Illinois and graduated from Washington University in 1904 at the age of twenty. He practiced in Moroni before coming to Pleasant Grove in 1920 to assume Dr.



Dr. B. C. Linebaugh checking a child. His assistant is Mabel Jones, who was a public health nurse in the area for many years.

Vance's practice after Dr. Vance died. He practiced until his death on September 20, 1960, a total of fifty-six years. He brought many Lindon people into the world.



Dr. Grant Y. Anderson delivered over 4000 babies, many of them from Lindon.

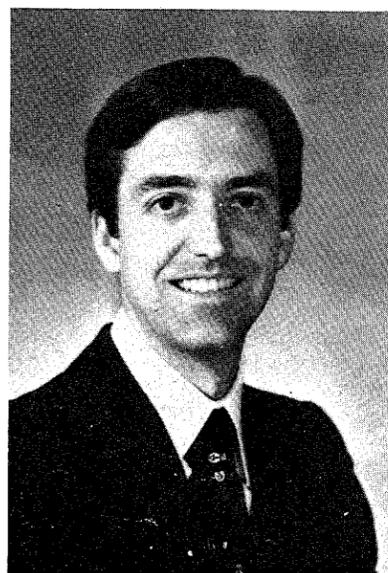
Dr. Grant Y. Anderson came to Pleasant Grove after Dr. Grua's death. He had practiced for a short time in Heber. One Lindon resident commented, "He saw many of us through childhood diseases and later delivered our children. He had such a sweet, happy spirit that he could cure most people with his bedside manner alone." He delivered over 4000 babies before he retired in 1960.

Dr. Talmage M. Thomson started his practice in Pleasant Grove in July 1949. He had graduated from George Washington School of Medicine in Washington, D.C. Dr. Thomson also made house calls in Lindon, but with the tremendous growth in population, it became necessary for the patients to go to the doctor instead of the doctor coming to the patients. The era of the "country doctor" came to an end. Dr. Thomson continued to make quite a few house calls until his retirement in the spring of 1983.

A clinic was established in Lindon in 1982. It is a branch of the American Fork Hospital and is staffed by doctors working out of the hospital. A picture of the clinic can be found in the chapter entitled "An Industrious People."

The first dentist to set up practice in Lindon is Dr. Scott M. Healey. Dr. Healey graduated from the University of Oregon Health Sciences Center. He opened his practice in Lindon in October 1980 and is providing dental care for the residents of Lindon and the surrounding area.

Countless doctors, specialists of every kind, are now available within a short driving distance. There are some from Lindon who have become prominent physicians.



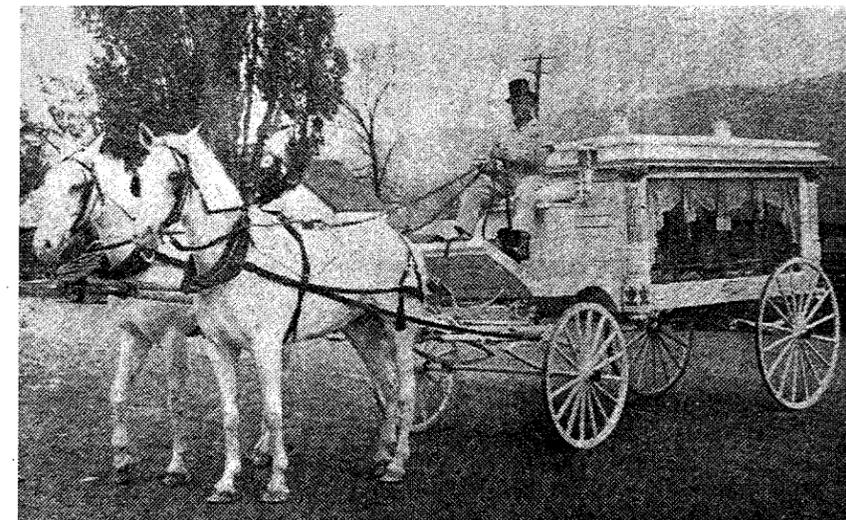
Above left: Dr. Talmage M. Thomson--the end of an era. Right: Scott Healey, Lindon's first dentist.

Doctors Lloyd and Leland Cullimore are two who have cared for thousands of patients from throughout the state. There have been several veterinarians and many trained nurses from Lindon. They still willingly share their knowledge for the benefit of others.

The early settlers found it necessary to care for their own sick and dead without professional help. When there was a death, relatives or friends washed and "laid out" the body. Someone stayed near by, day and night, to keep the face covered with damp cloths wrung from water containing formaldehyde. This kept the face from going dark. The body was kept as cool as possible, usually by an open window. A constant vigil was necessary to assure that cats or other animals would not molest it. Burial was as soon as possible, usually the following day. A wooden box would be made and lined to be used as a coffin. Burial clothes would have to be made. The neighbors all helped.

Then Fredrick Fowlke and James Cullimore, brothers-in-law, started a coffin-building business. They planed the boards to make them smooth; covered the inside with alpaca, a soft animal fur; and then lined the box with bleached muslin.

In 1909 Edwin Dee Olpin, bishop of the Pleasant Grove First Ward, felt the residents of Pleasant Grove, Lindon, and Manila should have a local mortician to take care of the dead of the community. He organized a group of business and church leaders and together they purchased a horse-drawn hearse. Each man was a stockholder in the hearse company. The hearse was drawn by two black horses, Kit and Nell, which were later traded for two white horses, named for their previous owners, Louie and Liddie (Lund).



The Olpin hearse being drawn by Louie and Liddie.

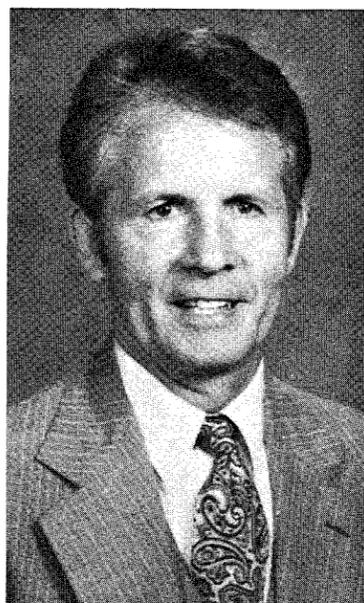
The following year Bishop Olpin bought out the stockholders in the hearse company and erected the first mortuary, a frame building next to his family home on Locust Avenue. He purchased caskets and other supplies and started in business, even though he was without knowledge or experience.



Edwin Dee Olpin



Lewis Olpin



E. Dee Olpin

At that time there were no regulations for funeral directors or embalmers.

At the death of Bishop Olpin, his sons Lewis and Joseph took over the business. Lewis became the first licensed embalmer in the area. Joseph later moved to Heber and operated the mortuary there. Lewis's son, E. Dee Olpin, attended mortuary science school and worked with his father in the family business.

In 1960, Dee purchased the business, which is now located in Pleasant Grove in what used to be the old First Ward LDS Church. The Olpins continue to provide mortuary service for most of the people in Lindon. Most Lindon residents are buried in Pleasant Grove Cemetery.

* * * * *

THE MAIL MUST GO THROUGH

In the early years of "Stringtown," mail for the Pleasant Grove area and for Stringtown settlers was delivered by stagecoach and dropped off under the old Linden tree, as the stagecoach made its way from Salt Lake City to points further south.

After a few years, applications were made for post offices. These applications were accepted, and in the year 1889 each town obtained its first post office. It was at this time that Lindon got its name. To submit the application, which was sent September 25, 1889, a name was needed for the post office. Because the old Linden tree was a landmark, the name

Linden was chosen. The story goes that an error in spelling was made in Washington. At any rate, a town meeting was held on March 5, 1924, to incorporate the town, after the County Commission had granted approval on March 3. At the same meeting a motion was made and carried to change the spelling to Lindon instead of Linden.

The first post office was located in a little store at the bottom of Lindon Hill. The store was owned by A. L. Cullimore. This post office was short lived.

In 1902 Rural Free Delivery--RFD--was started in Lindon as part of a United States government experiment in rural delivery in the western states. It had been tried first in West Virginia in 1896.

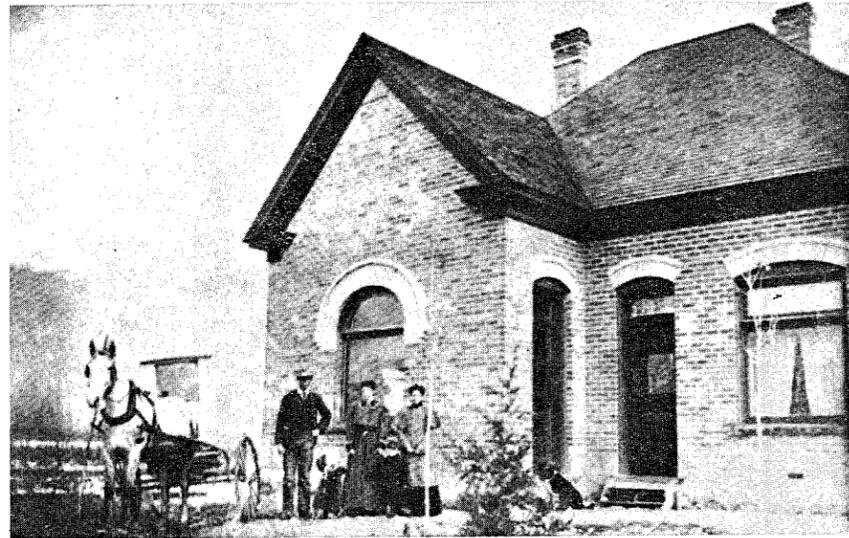
Benjamin Walker was Lindon's first mail carrier, at a salary of \$50 per month. He was required to buy a regulation mail wagon, two horses, and harnesses.

Ben would meet the mail train in west Lindon at the Hardy Point. At that place a large pole had been set with a big hook fastened onto it. The mail bag containing the outgoing mail would be hung on the hook. As the slow-moving train passed by, the bag would be removed and replaced by a bag holding Lindon's incoming mail, without the train having to stop. By this method Ben would receive a new supply of letters.



Hardy Point as it appears today.

His route included Lindon and Manila, a total of twenty-six miles per day. Using one horse, he delivered Lindon's mail in the morning. His wife would meet him at noon with a fresh horse, and he would deliver the mail in Manila in the afternoon. This made a long, tiring day; yet Ben, in his history, tells of the joy and blessings this job brought to him and of the many friends he made. He told how he hated to deliver sad or unpleasant news to the people on his route, but when he could bring happy news, such as mission calls or good news from family members, it was all worth it.

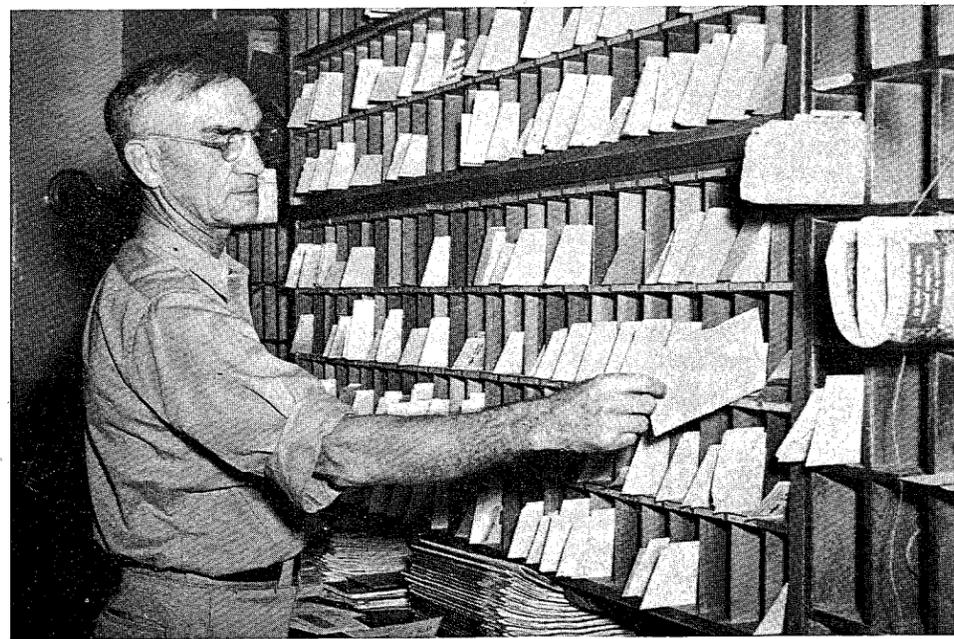


Benjamin Walker with his mail cart, in front of his home at 189 South 400 East in Lindon.

Ben wore out two mail wagons in the sixteen years he carried the mail. At times he also used a two-wheeled cart to get him through the mud. During the winters the wheels would be removed and runners attached so he could get over the snow and ice. For a while he used a two-wheeled buggy and even a motorcycle. In 1916 he bought a Model T Ford, but this pleasure was short lived, for he retired in 1918.

Sometime during the years, they discontinued leaving the mail at the Hardy Point. Instead of meeting the mail train, Ben worked out of the Pleasant Grove Post Office.

Clarence J. Hilton was appointed Lindon mail carrier following Ben Walker. He started his postal work at an early age of twelve years as assistant to his father, who was postmaster in Tropic, Utah. Clarence



Clarence Hilton delivered mail to Lindon for 34 years.

delivered the mail in Tropic by horseback. When he later moved to this area and was employed by the Pleasant Grove Post Office, he served as a substitute for Ben Walker from 1911 until September 1, 1918. He was then appointed Lindon R.F.D. mail carrier, a position he held for thirty-four years. A 1917 Model-T Ford was his first mode of travel, but over the thirty-four years he used thirteen Fords. His starting salary was \$1,382.40 yearly. During this time it cost 1¢ to mail a local letter and 2¢ for an out-of-town letter.

In the early years, during the winter and spring, when the snowdrifts got too high or the dirt roads became so muddy and soft that the old Ford couldn't get through, he would resort to a team and wagon to deliver the mail. Somehow he always kept the mailman's code, and the mail got through!

He spoke often of his great love for the people of Lindon and of their kindness to him over the years. He has stated that in the early days, during a blizzard or on an extremely cold day, it was hard to keep warm in a wagon behind a team. The people of Lindon were very compassionate and thoughtful of his plight and would invite him in to get warm and have a hot drink or something to eat. He retired September 1, 1952.

Lowell Baxter replaced Clarence Hilton as rural mail carrier. Lowell had worked in the Pleasant Grove Post Office for five years previous to his appointment and he delivered the mail for fourteen years. He commented on how much he enjoyed the winters, even though that time of year presented the most problems in delivering the mail. Lowell related two interesting incidents that occurred during his years as a Lindon mailman.

One day as he was delivering the mail, as usual, he was concentrating on the letters to be delivered. He stopped at Leland and Eva Millett's mailbox and opened the lid to place the mail inside. Three cats burst out of the mailbox----- and Lowell nearly went out the other side of the car. He envisions some young pranksters hiding in the grass somewhere rolling with laughter.

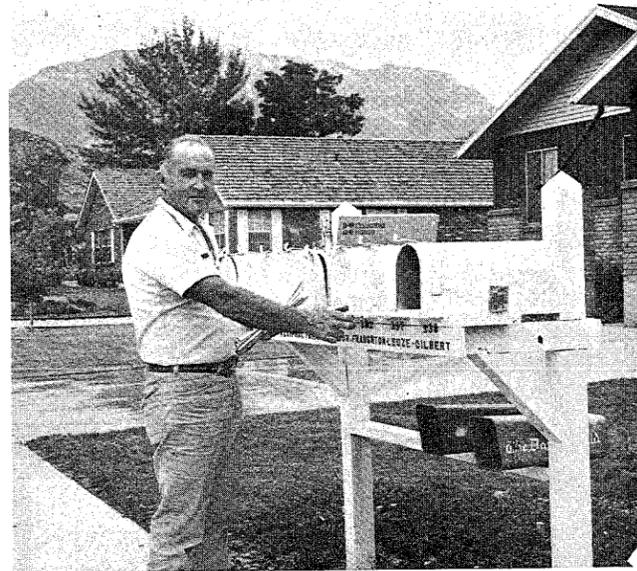
He also remembers the day he pulled up to a Lindon mailbox and a woman came running out in tears. She asked, "Have you heard the news?" When Lowell replied he had not, she sobbed, "Someone has shot our President!" Thus he learned of the death of John F. Kennedy. He spent the next while trying to comfort the distraught woman.



Lowell Baxter especially enjoyed the winters during his years as the mailman.

Lowell expressed his appreciation for the cards and treats which were left for him on special occasions. He left the Postal Service on July 1, 1966, to become an insurance salesman.

The next rural mail carrier to be appointed was Glade Hilton, youngest son of Clarence Hilton. Glade had previously worked as a postal clerk for nineteen years before taking over the rural route on August 13, 1966. He has now served seventeen years in that capacity, and there have been quite a few changes during all those years.



Glade Hilton carries on the tradition of seeing that the mail gets through.

One of these changes is in the cost of postage. For many years letters could be sent for 3¢ and a postcard for a penny. To air mail a letter cost 8¢. Now all letters are sent for 20¢ and postcards cost 13¢.

There was some confusion in Lindon concerning addresses. The streets and houses had been numbered, but the mailing address was an R.F.D. box number, Pleasant Grove, Utah. In January 1978, all R.F.D.

box numbers were eliminated, and the Lindon house numbers were used.

With computers being used now, Lindon still has a problem with the mail. On July 1, 1963, when ZIP codes were instituted nationwide, Lindon was given the same ZIP code as Pleasant Grove, since the mail comes through the Pleasant Grove Post Office. When the 84062 ZIP is put into the computers of all businesses, magazines, and so forth, the computer puts out Pleasant Grove as the city of destination. This causes some confusion in getting all the mail to the right address in the right city.

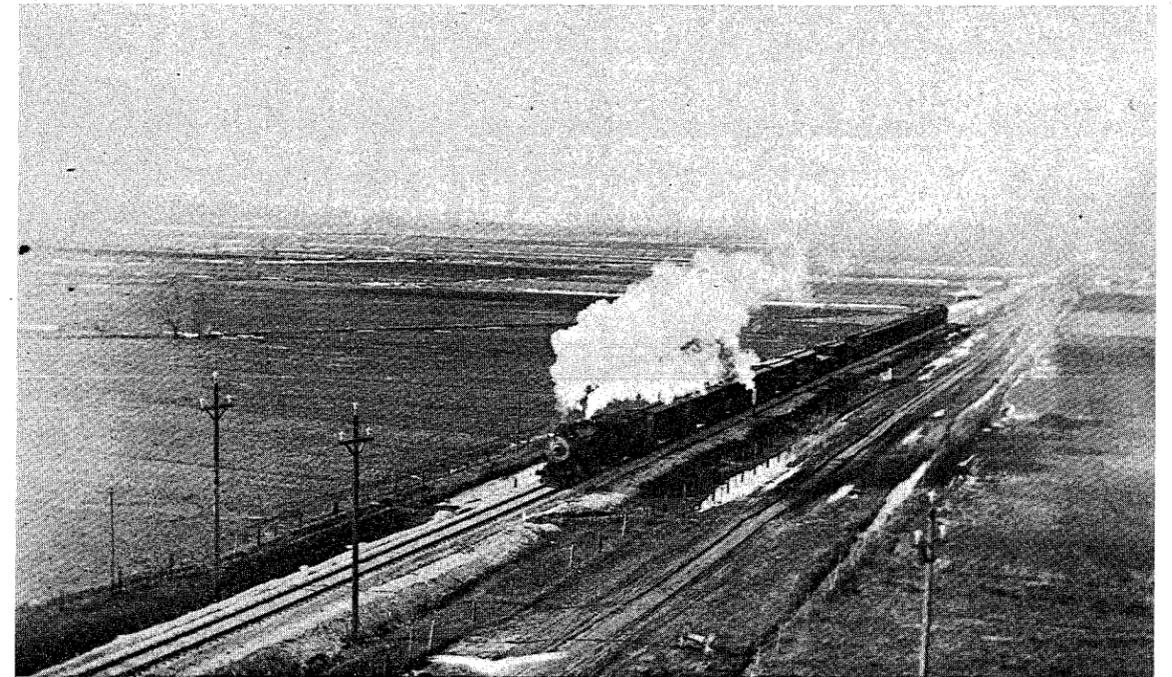
With the increase in population in the area, it became necessary to make another change in the rural mail delivery. On December 1, 1979, the Manila route became a separate route, and Glade has delivered to Lindon only since then.

Glade stated that with the increase in population he no longer is personally acquainted with everyone in Lindon and he regrets that. He is loved and appreciated by the people of our town.

Throughout the years, whether in a mail cart or a car, the mail carrier has provided the services of a mini-post office.

* * * * *

In 1873 the Utah Southern Railroad Company built a railroad line through Lindon. Later this line merged with others and became the Utah Central Railroad. The coming of the railroad did much to put an end to pioneer hardships. It brought closer touch with the outside world and helped bring additional prosperity, both to those working to build the line and to those who sold commodities to the workers.



The building of the railroads in Utah is another good example of the pioneers' ability to cooperate, a characteristic which made them unusually successful as colonizers. In the words of Colonel A. B. Carr, of the Union Pacific Railroad:

The Utah Central is the only line west of the Missouri River that has been built entirely without government subsidies. It has been built wholly with money wrung from soil which, a few years ago, we used to consider a desert, by the strong arms of the men and women who stand before me. Everything used in its construction, even the last spike, is the produce of the country.

Lindon, too, felt the effects of the railroad era in Utah, for it was also the era of the "Interurban."

The first public announcement concerning construction of the Salt Lake and Utah Railroad (later known as the Orem Line and commonly called the "Interurban") was made on August 8, 1912, when Salt Lake newspapers heralded a proposed electric railroad which was to be built from Salt Lake City to Utah County.

Actual construction began in Provo on October 20, 1912, at the

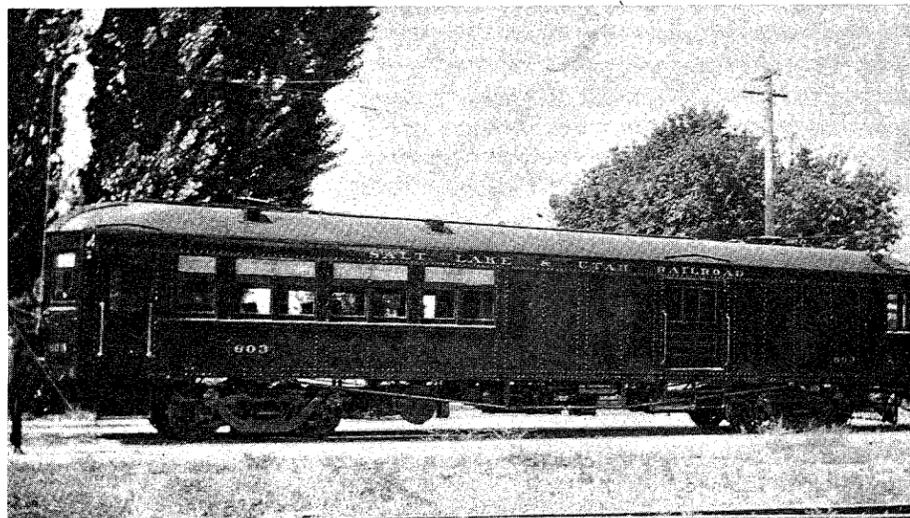
corner of Fifth South and Academy Avenue, later renamed University Avenue. During 1913 construction was pushed to build the new railroad south from Salt Lake and north from Provo, with the biggest job being the laying of track through the Jordan River Narrows. Work was costing about \$38,000 per mile.

Construction crews were busy, and in mid-July 1915 twenty trains a day ran to and from Springville. The tracks were finally extended to Payson and in 1916 a two-day celebration noted this event. Service then began with twenty-six trains per day. Running time between Salt Lake and Payson was two and a half hours, considered good by 1916 standards.

The SL&U had twelve electric steel passenger cars that were sixty-one feet in length and weighed forty-three tons each. Each car seated sixty-six passengers. The trains were capable of traveling at speeds up to sixty-five miles per hour and operated on 1500 volts D.C. The line also operated four passenger trailers, two of which were observation cars, the only ones in Utah.



Engine on the Interurban.



Passenger car on the Interurban.

Mrs. W. M. Smith, a millionairess, claiming to be the only woman contractor in the world at the time, built the line. Her assistant in the project was her daughter, Irene. They both often went out in the field and personally directed the tough, rough tracklaying gangs.

But there was a woman's touch in the line. It was the plush interior that reflected the feminine taste. Special cars, the Utah County Limited and the Zion Limited, were furnished with palatial overstuffed furniture and deep carpeting.

For the general public there were green plush seats that could be turned for the passenger to ride either forward or backward.

Local people boarded the train to reach area ballgames, fairs, dances, etc. Students in great number rode the line to Brigham Young University in Provo, paying a cent and a half a mile for fare through use of mileage books. Weekend excursions also offered cut-rate travel. A number of people also commuted by train to work in Provo, Salt Lake City, and other locations in Utah County.

The Lindon depot was located on the west side of the road at the bottom of Lindon Hill. This depot is remembered as being one of the nicest on the line, with its spotless wooden floors and hardwood benches. Two who were mentioned as serving as Lindon station master were Lawrence Jones and Ruel Adams. There are still many who have fond memories of the young people gathering at the depot on a Sunday afternoon for an excursion.

The electric railroad, said to be one of the finest interurban railroads in the United States, was the brainchild of a Boston financier, Walter C. Orem.

Business on the electric line diminished in the 1930s as the automobile and freight vans took more and more of the trade off the railroad and onto the smooth highways. Time took its toll on the physical aspects of the line, also; and as the track became bulged and uneven, passengers joked about the "Leaping Lena" train which seemed to travel twice the distance scheduled in the additional up-and-down direction the traveler experienced.

The lowest point was reached in 1937 when only ten trains per day operated. A bus franchise from Salt Lake to Payson was obtained and buses began operation in 1939.

Finally, in 1946 the last runs of the "Big Red Cars" were made on the Orem Line. The "Arrow Fast Freight" express cars, which had served distinctively and well, became silent and cold.

The first phone in Lindon was in the Cullimore Mercantile store. From 1890 to 1905, this was the only phone in Lindon. Service was expanded when the Rocky Mountain Bell Telephone Co. opened a telephone office and switchboard system in Pleasant Grove in 1905.

For many years, the system in Lindon had ten parties on a line.

News, in those days, spread quickly. Each party would hear five rings: one, two, three, four, and a long and a short ring. Eventually, more lines were installed so that all homes could have private or semi-private lines.

Pleasant Grove, American Fork, and Lehi combined their efforts and built an electrical power station in American Fork Canyon, and on December 12, 1900, the first electric lights were turned on in Lindon. Charles B. Harper, from Pleasant Grove, used to walk to Lindon each month and collect the money for the power bills.

During the spring of 1940, street lights were installed, which increased the safety of the roads and added a soft glow to the inky darkness of the nights.

The coming of the horseless carriage was a big event. The first cars in Lindon were purchased in 1912 by J. D. (Dan) Wadley and John Y. Walker. "Car fever" hit that summer, and within a short length of time several others were proud new owners.

Margaret Shoell remembered the first car she and Clarence owned. It was a Model-T Ford which had to be cranked by a handle in the front to start the engine. The tail lights were coal oil lamps which had to be lighted from outside the car. Margaret said, "It wouldn't go very fast, but we didn't have to feed it hay--and gas didn't cost anything then."

The gas feed was a lever located just under the steering wheel on the right side. The spark was a lever on the left side. These levers had to be adjusted before trying to start the car. If the spark was set too high, the engine would "kick," sending the crank in the opposite direction. This happened so suddenly that many people received broken arms while trying to get "Old Lizzy" started.

The old Model-T has become a legend.

James H. Gillman owned a Model-T. His son Ken and Freeman (Mick) Bird were taking it for a run around the block one day, with Ken at the wheel. In those days a garage was barely large enough to hold the car. Ken's dad had placed a board a short distance from the back wall of the garage. This was to keep the bumper of the car from hitting into the wall when the car was pulled in.

One of the features of the Model-T was the pedal which had to be pushed down a little and held there to make the car go in low gear. Well, as Ken pulled carefully into the garage, he pushed the pedal down too far. The Model-T went over the board and through the back of the garage. Ken and Mick had the opportunity of rebuilding the garage.

In 1920 State Highway 91 from Salt Lake to Provo was completed and surfaced. The main roads in the city were oiled in 1952 and corner sign posts installed. Gradually most of the other roads in the city have been surfaced.

The county granted approval for the city to become incorporated on March 3, 1924. A meeting was held on March 5 for this purpose. A president and board of trustees were elected. At this meeting the name of the city was formally approved as Lindon. There were eighty-two families living in Lindon at the time.

The first clean-up campaign was conducted in April of 1932 and has since become a yearly event.

As the city grew, there was a need for a city building in which to conduct city business, hold city meetings, and store the many records which had accumulated. Under the direction of Mayor Joseph Christiansen, the ground was purchased on the corner of Third West and Third North. The construction of the building began in the fall of 1966, with Don Anderson of Lindon as the general contractor. The cost was around \$24,000.



Lindon City Office Building, dedicated October 5, 1969, and built at an approximate cost of \$24,000.

In addition to offices for the mayor and city treasurer, there are rooms for city council meetings and for storage. The police department and court are now housed in the basement.

The building was mostly finished and an open house was held for the public in May of 1967. However, the building was not dedicated until October 5, 1969, after it had been completed and paid for.

A flagpole was erected, sidewalks and retaining walls were installed, and the landscaping was finished in 1970.

The city maintenance shops are adjacent to the city building.

As the city continued to grow in population, pressure increased to get a sewer system. The city officials, after considering other alternatives, decided to connect into Orem's system. The lines were laid and the sewer was ready for operation in 1977.

From wagon trails across the valley to vapor trails across the sky, from a few scattered dugouts to a thriving city of nearly 3000 people. This is LINDON--OUR TOWN.

* * * * *

Will we follow the many sterling examples of sacrifice, dedication, and cooperation that the early settlers exhibited in leaving for us such gifts as excellent water supplies, roads, schools, churches? Will we continue to work together so that we can pass this heritage on to others? What are our goals and our expectations? What challenges will we face?

May these pages instill within us the determination to meet the challenges which lie ahead so that our community will be better because we have lived here.