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For more information about the history of Morgan County and historic trails go to www.morganhistoricalsociety.com
www.nps.gov/mopi • www.nps.gov/poex

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MORGAN COUNTY

Emigrant Travel Guide
Self-Guided Auto Tour

WITH A

TABLE OF DISTANCES
DETAILING
SPRINGS, CREEKS,
MOUNTAINS, CAMP SITES AND
OTHER NOTABLE PLACES

THE ENTIRE ROUTE HAVING BEEN CAREFULLY MEASURED
BY A ROADOMETER, WITH GPS COORDINATES, AND THE
DISTANCE FROM POINT TO POINT, IN ENGLISH MILES,
ACCURATELY SHOWN.

HASTINGS CUTOFF
HENEFER TO
MORMON FLAT

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Prominent Points and Remarks

Many of the actual trail sites are located on private land. Please do not trespass; respect private property by staying in public areas.

<table>
<thead>
<tr>
<th>Henefer Park... Historical Marker — Nice place for a picnic — Join the pioneer trail — At stop sign before entering SR65 SET YOUR VEHICLE ODOMETER TO ZERO. Turn left on to road.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle Odometers May Vary</strong></td>
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<tr>
<td>“Pratt’s Pass” to avoid the kanyon. To Fort Bridger 74 miles “Wm Clayton”</td>
</tr>
<tr>
<td>Entering Main Canyon, 5 Mile Hill, or Spring Creek Canyon... 1858 Johnston’s Army camped in this area.</td>
</tr>
<tr>
<td>Ascending the canyon was rough and hazardous to wagons — The creek was crossed several times — Six springs below and six above Spring Creek Station</td>
</tr>
<tr>
<td>Spring Creek Station... Historical Marker. “Bridge [over creek] Not a bad place to camp.” Wm Clayton 1847 (Few travelers actually camped here)</td>
</tr>
<tr>
<td>Actual Trail/Wagon Ruts... White carsonite trail marker seen in the distance on the right. (tan swale area)</td>
</tr>
<tr>
<td>Traces of Trail... Trail marker in swale approximately 50 yards to right of the paved road.</td>
</tr>
<tr>
<td>80 Miles to Ft. Bridger... Historical Marker — Pioneers had first good view of the formidable Wasatch Mountains to cross on their journey.</td>
</tr>
<tr>
<td>Dixie Hollow... Grove of trees on far right of road — site of Dixie Springs. Favorite camping site... Trail follows the bottom of hollow. “The descent is not pleasant being mostly on the side hill. Many wagons overturned on this section of the trail.” Wm Clayton</td>
</tr>
<tr>
<td>Dixie Pony Express Way-Station... In the bottom of Dixie hollow, near the junction of Dixie Hollow ridge and a small ravine from the north (metal pole marker on site) Caution: road very narrow here.</td>
</tr>
<tr>
<td>Dixie Hollow Camp—Donner-Reed (1846)—Orson Pratt advance group (1847) “Martin Cove of Utah” [LaMar Berrett] Some members of the handcart company traveling in rescue wagons were snowed in for three days and nights at this camp until help arrived (1856). (No area to stop. View from Broad Hollow Marker)</td>
</tr>
<tr>
<td>Broad Hollow Trail Marker... Because of thick brush and no space for a road in the bottom of the hollow, “The road turns north a quarter of a mile, then west and ascends a steep hill.” Wm Clayton 1847</td>
</tr>
<tr>
<td>Road Junction—keep left on SR65</td>
</tr>
<tr>
<td>Kanyon Creek — camp sites of Donners 1846; Mormons 1847... Under the waters of East Canyon Reservoir. Trail to here had been so rough that the LDS Group made a coal pit so blacksmith B. Frost could repair wagons. Kanyon Creek had to be crossed 13 times before reaching Mormon Flats.</td>
</tr>
<tr>
<td>Taylor Hollow... Sawmill operated in the canyon by John Taylor (1880’s)</td>
</tr>
<tr>
<td>Rock Fortifications... Rivers Edge Campground road — remnants of fortification on east ridge of Dead Ox Canyon—(LaMar Berrett research) Private Land do not trespass</td>
</tr>
<tr>
<td>SR 65 Road Bridge... Trail crosses creek on the right side of the bridge</td>
</tr>
<tr>
<td>Mormon Flat Dirt Road... Leave SR65 — Militia trench fortifications on both ridges at entrance to Little Dutch Hollow (SR65 paved road)</td>
</tr>
<tr>
<td>Kanyon Creek trail crossed to the east side of creek.</td>
</tr>
<tr>
<td>Bauchmann’s Pony Express Station Also stage station. Restored and moved 100 yds from the east.</td>
</tr>
<tr>
<td>90 Miles to Fort Bridger... 1847 Sign</td>
</tr>
<tr>
<td>Historical Marker... Pioneer trail information</td>
</tr>
<tr>
<td>Carsonite Trail Marker on right</td>
</tr>
<tr>
<td>Pristine trail site... Public access in fence-carsonite markers 25 yds on right...can walk on trail to Lg Springs</td>
</tr>
<tr>
<td>Large Spring Camp... “...very large spring of Cold Water but tolerable grass.” T. Bullock 1847</td>
</tr>
<tr>
<td>Mormon Flat... Mormon Millita Rock Fortifications. Fort Wells, Hyde and Duke Batteries. “Here you turn right and begin to ascend the highest mountain you cross in the whole journey. You travel through timber some on side hills, and cross the creek a number of times.” Wm Clayton (Little Emigration Canyon — 5 Mile Canyon)</td>
</tr>
<tr>
<td>Trail to Reed’s Gap (Big Mountain) Springs along trail... “You will probably find water in several places, but it is uncertain where, as it runs but a little way in a place and then sinks in the earth.” Wm Clayton, 1847</td>
</tr>
</tbody>
</table>

Please help protect our national heritage by leaving trail resources undisturbed.
Trail to Big Mountain: On this section of the trail you can see rocks that will have cast marks made by the slipping of wagon wheels more than 180 years ago. You will enter a beautiful undrained country that emulates the condition the pioneers found in this area. "If you have a sound heart, good wind, strong legs, and a couple of hours to spare, you may determine to follow the trail, an even more, guaranteed to invoke a healthy respect for the men and women who took wagons and handcarts up these rugged slopes."

William W. Smart, Oct. 1957

"If we had to double teams to get up that is, take all the teams in and camp and put them on two or three wagons, take them up to the top, then go back for others."

Rachel Emma Wadley Simmons 1848. Age 11

"A fresh track of a buffalo was discovered in this ravine. He had rubbed off some of his hair upon the bank in his path; probably the only one within hundred of miles."

Horace K. Whitney journal

"Road is awful"! Wilted 20 feet tall entangled with bushes and trees.

William Clayton, 1847

"We had to double teams to get up that is, take all the teams in and camp and put them on two or three wagons, take them up to the top, then go back for others."

Rachel Emma Wadley Simmons 1848. Age 11

"Fell 65 miles to Fort Bridger.

Mormon Flat Crossing

Kanab Creek Crossing

SR 28 Bridge

Mormon Flat Div. Road

90 Miles to Fort Bridger

1858 John Bond (I was six)... when the train had gone on the way half a mile the snow was breath deep to the knee and it was impossible to go farther, and as a consequence the captain ordered all to return to camp again, and wait until the storm abated and for more help. This is a sad how for all, and may not be able to cross the snow capped mts. Which could be seen in the distance.

Hosea Stout, Mormon Millinda

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9 October 1857

"Returned on our reconnaissance to the Big Mountain junction and find many good places for defenses in East Canyon. Some 8 side canyons either side mostly good as a place to take enemies by surprise. We return to the 9 crossings of K. Creek and encamped."

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Hosea Stout, Mormon Millinda

September 1852

Jonathan B. Layne and Lucinda M. human camped in a tree near Mormon Flat. They were troubled that evening near the campfire dressed in their everyday clothes.
Hastings Cutoff

Early travelers throughout Utah Territory and the Wasatch Mountains were the Native Americans and mountain men/trappers. In 1846 a young lawyer/promoter Lansford W. Hastings, with prominent settlers including Elias Baker, James and James M. Hepdeth, and a small party mounted on horses and mules, blazed a trail from the Great Salt Lake to Fort Bridger. This section became known as Hastings Cutoff. Prior to this time wagon trains going west followed the established Oregon Trail via Fort Hall, Idaho.

Donner-Reed

The first group to take this unproven section of the cutoff trail from Henner was the Donner-Reed Party. Hastings convinced these travelers, with families and covered wagons, to take his new cutoff route from Fort Bridger, supposedly a shorter route to California. Their journey proved to be somewhat easy until August 6th 1846, when they reached the present site of Henner, Utah. There was some confusion; were they to proceed down Weber Canyon or follow Spring Creek Canyon (Main Canyon)? They camped at Henner several days waiting for further instructions from Hastings. Several days later, following the advice, Hastings gave Reed, the group decided against taking the treacherous route through the narrows of Weber Canyon and Devil’s Gate. Two previous groups of wagons had used Weber Canyon just days earlier and had experienced grave difficulties. Once the Donner group turned south traveling up Main Canyon, their trek became more difficult than they anticipated. It was 11 days after reaching Henner until they crossed over Big Mountain on August 18th. Four days were spent camped at Henner. Seven days were expended blazing the trail through the most difficult section of the entire trek thus far, an exhausting task for both teams and travelers. However, the time spent carving this section of the trail was very beneficial for the first Mormon pioneers a year later.

Mormon Vanguard Company

In 1847 the Mormon Vanguard Company made its way West. The Mormons were seeking an isolated, uninhabited territory where they could settle permanently and practice their religion without persecution. This was the first of hundreds of Mormon emigrant wagon trains and handicraft companies that would follow the trail from Henner carved by the Donner group in 1846. The Vanguard Company had been divided into three smaller wagon trains. The advance Vanguard Company of Orson Pratt and a dozen other men with 23 wagons, were sent ahead to improve the trail. The main Vanguard Company of pioneers had 40 wagons. They were followed by the small “Sick Group,” including Brigham Young who was suffering with Mountain Fever. The last of the Vanguard Company entered the Salt Lake Valley July 24, 1847.

The YX Company

During a brief six month period in 1857 The YX Company (The Brigham Young Express and Carring Company) used much of Hastings Cutoff east of Salt Lake City. This precursor to the Pony Express and stage lines was brought to a halt when the U.S. Government canceled their mail contract in anticipation of the Utah War.

The Utah War

U.S. President Buchanan received negative reports of Utah Territorial governmental affairs that the Mormons and Governor Brigham Young were in a state of rebellion. In 1857 President Buchanan issued orders for 2500 troops to escort newly appointed territorial Governor Alfred Cummings to Salt Lake City. The troops were then to act as a peace to aid the new governor in discharging his duties in the territory. Many of the military contingents thought that they were coming to Utah Territory to destroy Mormonism, but that was not the intended purpose. Following negotiations a possible hostile situation was alleviated. In 1856, after spending the winter with the troops at Camp Scott, Wyoming, Governor Cummings was escorted to Salt Lake City, without incident, to assume his office and establish civil authority. After arriving, the troops established Camp Floyd where they were stationed to assist the governor. They remained there until the outbreak of the Civil War.

During the threat of the Utah War, Spring Creek Station became a Utah Militia Commissary known as Little’s Forwarding Station, under the command of Col. Jesse C. Little. Military supplies, food, and other necessities were forwarded to the Mormon Militia at Echo Station. Following the discharge of military obligations in the area (May 1858) the commissary was no longer needed.

East Canyon Fortifications

Mormon militiamen from Utah County constructed fortifications or defenses in the East Canyon area. These were built in the event the U.S. Army made it past the militia’s defenses in Echo Canyon. The East Canyon fortifications included batteries or breastworks, dams, rock piles and trenches at five strategic locations. The last line of defense against the troops was located at Fort Wells and consisted of two dams and two major breastworks. These fortifications became known as Fort Wells in honor of Mormon Commander Lt. Gen. Daniel H. Wells, and are located between Large Springs and Mormon Flat. The two batteries were named Duke and Hyde Batteries for millenians involved in their construction. These breastworks are on the north and south sides of Little Emigration Canyon. They would provide protection for the Mormon Militia as they fired at the government troops. If necessary the militia could retreat up Little Emigration Canyon which would provide them protection on the north and south sides.

Pony Express

In the spring of 1860 the Pony Express was established and operated for a short 18-month period, using the Dixie Station and East Canyon Station (also called Rauchmann’s Station or The Censor House). The 60-70 young riders were employed at an average monthly salary of between $20 and $50 in addition to food and lodging. They rode horses selected for their speed and endurance. Horses were purchased for $150 to $200, three to four times the amount paid for ordinary saddle horses. At the stations the riders were allowed two minutes to stretch their legs, take care of personal needs, change the moccasins (mail pouch) to a fresh mount and then be on their way again. Although short lived, the Pony Express played a major role in the history of the west.

Hastings Cutoff continued to be a major route to the west until the Transcontinental Railroad and Pratt’s Golden Pass Road were completed. A road was also constructed in Weber Canyon providing another alternate route for travelers.