



POCATELLO American Falls

IDAHO

OGDEN

SALT LAKE CITY

UTAH

PROVO

HEBER CITY

WASATCH

WIND RIVER RANGE

WYOMING

EMIGRATION CANYON

UNTA MOUNTAINS

WYOMING

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GRANITE MOUNTAINS

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Upon entering Salt Lake Valley and coming to TRAIL'S END, Mormon pioneers immediately began a permanent settlement by farming, building shelters, and establishing local trades.

The Donner-Reed party's final obstacle into the Salt Lake Valley in 1846 was the difficult climb over DOWNER HILL. This climb and other delays significantly contributed to the disaster in the Sierra Nevada later that year.

The narrow, 16-mile gorge of ECHO CANYON impressed pioneers with its particular echo. The canyon also includes stone breastworks built in 1837 to guard against an invasion by federal troops to suppress a rumored Mormon rebellion.

LITTLE EMIGRATION CANYON was one of the last climbs before reaching Salt Lake Valley and is now marked by a 4-mile hiking trail from MORMON FLAT to BIG MOUNTAIN PASS where the emigrants caught the first view of their new home. An additional hiking trail extends another 5 miles from the top of the pass, down Dell Canyon to Little Dell Reservoir.

One of two "stations" on the trail at the onset of the 1847 pioneer journey FORT BRIDGER became a military post. The Mormons bought the fort in 1855 to supply emigrant parties.

SOUTH PASS was called the "Cumberland Gap of the Far West." Here pioneers crossed the Continental Divide on a gentle grade that was easy on the wagons.

The MARTIN HANDCART COMPANY of 1856 was caught in the October 1856 blizzard. Rescue wagons from Salt Lake City brought food and clothing. The company continued its trek to a temporary refuge at MARTIN'S COVE. Although some 150 died, more than 425 handcarts and their crews were saved.

MORMON FERRY was the first commercial ferry on the Platte River, established in June 1847. The FORT CASPAR museum has a full-sized replica of the original ferry.

Of the thousands of names carved into the soft sandstone of REGISTER CLIFF, several hundred are still legible. The GUERNEY RUTS, as deep as five feet, are three miles west.

The early trading post of FORT LARAMIE quickly developed into a key resupply point for emigrants and a major military fort. Here the Mormon and Oregon-California trails merge.

SCOTTS BLUFF was one of the major landmarks on the trail, along with CHIMNEY ROCK to the east. The grave of REBECCA WINTERS, one of the few identified graves of the 6,000 or so Mormons who died crossing the plains, is nearby.

The ELKHORN RIVER ferry was the first major crossing west of the Missouri. At a site later known as LIBERTY POLE CAMP, the 1847 Mormon emigrants organized themselves in a military manner to provide traveling effectiveness and safety.

Mormon pioneers devised a "roadometer" at the suggestion of William Clayton. Where it was first used is now known as the ODOMETER START. Previously Clayton had kept track of distance by tying a red cloth to a wheel and counting the revolutions.

WINTER QUARTERS (North Omaha) was the major camp of the Mormons during the winter of 1846-47 while they prepared to move west.

The Mormons called this area KANESVILLE. Later known as COUNCIL BLUFFS, its importance to western expansion dates back to 1804, when Lewis and Clark met with Indians near here. Kanerville was a major staging area for pioneers heading west.

An advance party made camp at GARDEN GROVE on April 25, 1846. Within two weeks they cleared 300 acres, planted crops, built log houses, and cut 10,000 rails for fencing and enough logs for 40 more houses. The site continued as a way station until 1852.

Named for its Biblical counterpart, MOUNT PISGAH served as a way station until 1852.

The restored city of NAUVOO contains open space, homes, shops, and the Joseph Smith and Brigham Young houses. After leaving Nauvoo in 1846, the first Mormons crossed the Mississippi to MONTROSE. They organized themselves for the trek across Iowa at SUGAR CREEK CAMP.

North

0 10 50 Kilometers

0 10 50 Miles

LEGEND

Mormon Trail, pioneer route (no ruts)

Mormon Trail, pioneer route (visible ruts)

Auto Tour Route

Privately owned site or access. No access without the landowner's permission.

Donner Trail feature noted in nearby text block