



Latter-Day Saints Emigration from Wyoming, Nebraska—1864-1866

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LATTER-DAY SAINTS EMIGRATION FROM WYOMING, NEBRASKA—1864-1866

Compilation of correspondence and records by Andrew Jenson,
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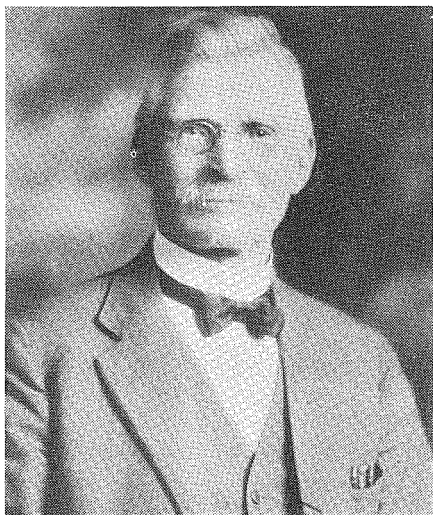
In 1859, Florence, Nebraska (formerly Winter Quarters), was selected as the main outfitting place for the Saints crossing the plains and mountains to Utah, and thus it was continued until 1864, when the village of Wyoming, situated about seven miles north of Nebraska City, on the west bank of the Missouri River, was chosen as the place from which the Church trains and other trains started for Great Salt Lake Valley. Wyoming was the outfitting place for the purposes named in 1864, 1865, and 1866, and it was from this insignificant little village that the last Church trains making the journey all the way from the Missouri River to the Rocky Mountains commenced their travels across the plains. The building of the Union Pacific Railroad made it possible for the 1867 emigrants to travel by rail as far as North Platte, about 300 miles west of Omaha. Early in the 1868 season the "Mormon" emigration traveled by rail as far west as Laramie, and later in the same year as far as Benton on the Upper Platte River. In 1869 the railroad was completed to Ogden, Utah, which put an end to the crossing of the plains by "Mormon" emigrants in organized wagon trains and hand-cart companies.

Winter Quarters (Nebraska), Kaneshville and Keokuk (Iowa), Westport (Missouri), Mormon Grove (Kansas), Iowa City (Iowa), and Florence and Wyoming (Nebraska) were successively chosen as outfitting places for the Latter-Day Saints on their way to homes in the "Valleys of the Mountains" from the time of the exodus from Nauvoo in 1846 until the completion of the Union Pacific Railroad in 1869.

In 1864, when Wyoming became the outfitting place, Elder Joseph W. Young was appointed to act as Church emigration agent on the frontiers and Hiram B. Clawson was appointed to transact other business in the interest of the emigration, principally to make purchases of cattle, wagons and other things necessary for crossing the plains. Joseph A. Young was appointed about the same time to take charge of the emigration business in New York.

The Wyoming Church Emigration Agent, Joseph W. Young, was there as early as May 14th, 1864. On that date he wrote,

"We will want 2,000 yards for wagon covers of a yard wide, or at least 7/8 of a yard wide cloth, and 1,500 yards for tents and 500 yards Osnaburg full wide for ends—in all 4,000 yards.



Andrew Jenson

"I have estimated for only ten tents to each ox train and none for the mule train. It is expensive, but I can't see how it is to be done without, when we consider the amount of freight that is designed to go with those trains, in company with the people.

"We must either buy a few tents, or calculate to see our sisters and their children lying on the ground exposed to rain and dew, **which must not be.**"

"Wyoming is a new starting point for our emigration, forty-five miles below Florence, and six miles above Nebraska City. It is not much of a town, but so much the better; there are but about a dozen houses in the place, but it is beautifully situated on the banks of the Missouri river, and is very well adapted for camping and outfitting purposes. We have two large warehouses of three stories each, storehouse, office and dwelling-house, and are well situated for doing business. I have charge of the warehouse and store. We are now receiving a very large amount of provisions, as follows—2,500 sacks of flour, 70,000 pounds of bacon, 80 sacks of beans, 50 sacks of dried apples, a stock of dry goods and groceries, stoves, etc. x x x There is quite a desire among a great many in this country to go to Utah. Almost everybody who has friends in Zion are beginning to feel after them, whom, in former years, they despised because of their religion, and many are pulling up and going out who do not belong to the Church."

Monday, May 16, 1864. Elder Joseph W. Young wrote,

"I am very busy getting together provisions, stock, etc. Have had several shipments of freight."

Tuesday, May 17. Elder Joseph W. Young wrote to Brigham Young.

"Our wagons are very late in coming."

Tuesday, May 24. Joseph W. Young to Brigham Young,

"We have not yet received a wagon and are very much put about for want of some. I have been in hopes of seeing stock prices go down a little, but, to the contrary, it is all the time advancing, and I fear will be very high before the season closes. There are very large contracts pending for government freight to be sent out to the several military posts in the west, not less I presume than five thousand tons, and when these contracts are awarded, buyers will be all over the country buying everything that can carry a yoke. The only help for the stock demand that I can see will be a stampede back to Missouri of emigrants. Three teams returned day before yesterday, sold out cheap, so I heard."

In June, 1864, Elder Joseph W. Young, writing to Peter Schuttler in Chicago, Illinois, said,

"Our first mule train from Salt Lake is now here, and depending on you for some twenty-five wagons before we can load and start them back. Men are hired on big wages.

"I have already had to purchase ten wagons to start out an early train and pay for them the highest prices with agents commission added. I want twenty more wagons."

Monday, June 13. Joseph W. Young to Brigham Young,

"We are generally well and are doing all we can to put things into proper shape so as to start out our people just as soon as possible after their arrival. Tomorrow we shall have our first arrival of regular emigrant companies. x x x

"We are getting an awful sight of freight piled up here, and I am very certain that we shall have to buy up a lot of teams to bring up the rear, over and above anything calculated upon as yet."

Wednesday, June 15. The first section of a large company of Scandinavian Saints, which had crossed the Atlantic in the ship *Monarch of the Sea* in charge of John Smith, arrived in Wyoming. This company of Saints numbered 973 souls when sailing from Liverpool, April 28, 1864. From New York the emigrants traveled by rail to St. Joseph, Missouri, and thence traveled by river steamer up the Missouri River to Wyoming.

Thursday, June 16. Elder Joseph W. Young, in writing to Joseph A. Young, (New York Agent), said,

"I have received no instruction from home about passengers' fares, but have considered your list of prices and have established for this office the following rates for the time being:

Adults, if paid in advance	\$50
Children over one year and under ten years	25
If not paid in advance, adults	55
If not paid in advance, children	27.50
Extra luggage if paid in advance	18c per lb.
Extra luggage if not paid in advance	20c per lb. x x x

"The last rate I have settled upon as being most likely to effect the really poor and many of them will probably pay by and by in stock and grain which is really worth as much as the greenbacks, and then, when we consider that we charge

them ten per cent on their notes from date, they should not be charged more, in my opinion."

Tuesday, June 21. Joseph W. Young to Brigham Young,

"We are today putting passengers into Capt. Murdock's train. Some few have large amount of overweight, but others have only a small amount, and to deprive them of the use of that very small amount would cause much suffering, as has been the case before, after they reach the hilly and often cold winds of the mountains.

"Again we are obliged to pile these wagons just as full as they can be crammed, and I would much rather the people would be responsible for the safe transportation of their clothing than to take the responsibility from them. And by separating their luggage here and giving bills of lading for them, it would very materially add to our already arduous labors."

Wednesday, June 22. A company of Saints who had crossed the Atlantic on the ship **Teutonic** arrived at Wyoming.

Thursday, June 23. Elder John T. Gerber, in his journal, says that about a thousand Scandinavian Saints and one or two hundred Saints of other nationalities were on that date encamped at Wyoming, waiting for Church teams to arrive to take them to the Valley.

Friday, June 24. The emigrants at Wyoming were busy building boweries, putting up stoves, etc., in their temporary camps.

Saturday, June 25. Captain John D. Chase's mule train left Wyoming for Great Salt Lake City with a number of passengers.

Wednesday, June 29. Captain John R. Murdock's mule train, one of the Church trains sent from the Valley to bring emigrating Saints across the plains, left Wyoming with 78 passengers and freight. It arrived in the Valley, August 26, 1864.

Thursday, June 30. A number of the brethren were engaged in digging out a spring at Wyoming. A heavy wind storm blew down some of the tents.

Sunday, July 3. A heavy thunder storm passed over the camp at Wyoming. About 7 p.m. the steamboat **West Wind** arrived at Wyoming from St. Joseph, with about 800 Saints who had crossed the Atlantic in the ship **General McClellan**. They were mostly British Saints.

Monday, July 4. Joseph W. Young to Joseph A. Young,

"Gen. McClelland's" company came up last night, and, oh! my soul and all that is great, ain't we rather busy and noisy today. I shall send these people off regardless of everything else. They will eat us up here in three weeks.

"Teams from the Valley are very light. The mountains of freight so high that we cannot see the tops, and still filling up. It takes some faith to say: 'Be the remover and have it done'."

Wednesday, July 6. According to instruction from Elder Joseph W. Young, Elder John T. Gerber organized a company of nineteen brethren (reserve teamsters) to load and unload freight on steamers at Wyoming. The brethren thus selected pitched a tent for their own use and a cook was appointed for the company.

On the same date, Joseph W. Young to Brigham Young,

"We have started out Capt. Murdock's train and one independent company under the presidency of John D. Chase. Tomorrow, Capt. Preston will start. Capt. Rawlins' train is partly loaded; we shall start out one company after another as fast as we can and load them until all are gone. We have emigrants enough now on the ground to load all the trains excepting Capt. Hyde's; and one more company has yet to arrive. We have loaded in all the freight the teams can possibly take, and, up to now, there does not seem to be much left in the warehouse.

"The teams sent this year are very light and are not capable of taking such heavy loads as have been taken in former years. Many of the wagons are old and broken, and have to be repaired. Very few of them have covers sufficient to protect the loading, and I am compelled to furnish them at great expense to this office. We get but very little money from the P.E. Fund passengers. Hence we have to provision them from means from other sources. Elder Joseph A. Young is using all the means deposited at Liverpool for teams, cows, provisions, etc. We are paying out large sums of money [for] steamboat freight for different parties, for which there is no provision made with us, but we hope to collect a part or the whole before our business closes."

Thursday, July 7. The newly appointed company of brethren were busy loading and unloading freight at Wyoming.

Under this date Elder Thomas Jeremy, who had crossed the Atlantic in the ship **General McClellan**, which arrived in New York Harbor June 22nd, wrote from Wyoming,

"The company landed at Wyoming on the evening of the 3rd. inst. All who left England with this company with one or two exceptions, together with a few who joined us at New York, arrived here safely. No deaths have occurred since we last wrote to you. The people are now preparing for their overland journey, and are divided into companies for that purpose. Capt. Rawlins will take about 300 of them, and Capt. Warren most, if not all, the rest. The Saints have commenced camp life already. Some are sleeping in wagons, others under tents, and others, again, with nothing but the sky to cover them. This change in their mode of life, however, has its novelty and its pleasures. A few only express themselves dissatisfied with the change, and because of the inconveniences they have been subjected to. x x x x The first train this season left here on the 28th ult., under Capt. Murdock, and the next, independent, on the 29th, [June 25th?], under Capt. John D. Chase. The third train, with about 400 Danish Saints, under Capt. Preston, has moved out about four miles, and will soon start for the plains. Capt. Rawlins' company will leave in a day or two. There is considerable fitting out this season by merchants, and a great deal of merchandise and machinery will be taken on to Great Salt Lake City."

Friday, July 8. Captain William B. Preston's ox train left the camping place near Wyoming with 359 passengers, mostly Scandinavian emigrants who had crossed the Atlantic in the ship **Monarch of the Sea**. This train arrived in Great Salt Lake City, September 15, 1864.

Saturday, July 9. About 11 a.m., the steamboat **Denver** arrived at Wyoming with a few Saints and a lot of Church freight, including wagons.

Monday, July 11. About 5 a.m., the steamboat **Colorado** arrived at Wyoming and discharged freight at the landing. The steamboat **War Eagle** also arrived and discharged considerable freight for Great Salt Lake City. Teams and brethren were engaged to haul up the freight from the landing. Six men were appointed to guard the cattle during the night.

Sunday, July 17. Joseph W. Young writes,

"The people are generally well and feeling well in spirit, though there is about the usual amount of grumbling and fault-finding. The greatest annoyance we have had to contend with is the failure in our wagons. There are now fifty-one on the road between here and Chicago.

"Capt. Preston is several days out. Capt. Rawlins started the day before yesterday, and Capt. Warren will start the day after tomorrow, but Captains Hyde and Canfield will have to remain until more wagons are received, and the last ship company arrives.

"I think no one will complain this year because his team is not loaded. The only grumbling I hear is that I am loading the wagons so heavily that they can never get through with the teams they have. But the teamsters do not realize that from ten to twelve hundred pounds of the aggregate loading of the wagons are provisions and will be eaten up. I aim to have an average of 1,000 pounds freight and ten passengers to a team, all except about five provision wagons. We shall have a great deal of freight left when the Church trains are all loaded. Bro. Eldredge thinks not less than one hundred tons. I would say about 75 tons from present appearance."

Tuesday, July 19. Captain William S. Warren's ox train left Wyoming with 329 emigrating Saints; it arrived in Great Salt Lake City, October 4, 1864.

Friday, July 22. Joseph W. Young to Brigham Young,

"We have loaded and started out Captains Preston, Rawlins and Warren's companies and Capt. Canfield will be ready by the day after tomorrow. We have loaded all the trains just as heavily as we think will do, and many of the brethren think they will never be able to take what we have given them."

Monday, July 25. Joseph W. Young to Brigham Young,

"Our expenses are enormous. Tents and wagon covers alone make an item of over five thousand dollars, and having to feed the emigrants so long while we wait for wagons, makes a very heavy provision account. I have today bought a train of fifteen wagons and sixty yoke of cattle, yokes, chains and all complete for \$15,000."

Wednesday, July 27. Captain Isaac A. Canfield's ox train left Wyoming with 211 passengers; this train arrived in Great Salt Lake City, October 5, 1864.

Thursday, July 28. Several of the brethren and some children were sick.

Tuesday, August 2. About 5 p.m. the steamboat **Colorado** arrived at Wyoming from St. Joseph, with Swiss, German, Dutch and French Saints, about 150 in number, who had crossed the Atlantic in the ship **Hudson**. This was the last of that season's emigration.

Wednesday, August 3. The newly arrived emigrants were very busy at Wyoming making preparations for their further journey across the plains.

Tuesday, August 9. Captain William Hyde's company (a Church train) left Wyoming with sixty-two wagons chiefly occupied by Perpetual Emigrating Fund emigrants.

Elder William Hyde, who arrived in Wyoming with his train of Church teams on July 3rd, writes as follows:

"I was compelled to wait seven weeks for the last company of Saints to arrive, and then the company was found to be so large and so much freighting to be done it became necessary to purchase and fit up the 6th Church train, which was done to the number of over 70 wagons. My train was the 5th to get started from the river. After traveling some 50 miles we (on account of the many Indian depredations which were being committed on the road) were instructed by telegraph dispatch from President Young to wait for the 6th company. We laid by some ten or twelve days, and afterwards the two companies traveled together. We pursued the journey as best we could as we were heavily loaded. The two companies camped near by each other for 400 miles through the country where Indian depredations had been committed. We found much excitement among the inhabitants and many were leaving their possessions. Several small merchant trains had been robbed and the teamsters killed, but our emigration trains passed through unmolested. We reached Salt Lake City October 26th and were welcomed by the presence of several hundred citizens who were ready to greet us as the train arrived on the public square."

Wednesday, August 10. Joseph W. Young to Peter Schuttler of Chicago, Illinois,

"We have at last got all the wagons you have sent us and are very busy loading and starting our last two trains."

Thursday, August 11. Elder John M. Kay, writing from Wyoming, Nebraska, referring to company of Saints who had crossed the Atlantic on the ship **Hudson**, said,

"When we arrived here we found quite a number of the brethren with whom we were familiarly acquainted. This is a nice, quiet place, very suitable as an outfitting point, as we are not troubled much with the presence of strangers. We are now busy making ready for starting across the Plains. Captain Hyde's company is ready and will start today. The last company, Brother Warren S. Snow's, is preparing as fast as possible. We expect to leave in a few days with this company, which is composed of nearly one-half of the Saints who crossed the ocean on the "**Hudson**", and a few of those who had been left behind of the "**McClellan**". Hyde's train moved out about three miles from here, where they will remain until we are prepared to start, as it has been deemed expedient and safer for both trains to travel within a day's drive of each other. Like it is in the East with the guerrillas, it is now on the journey

before us. Depredations, some of them of the most fearful character, are reported having been committed by Indians on defenseless travellers. Still, by the blessing of the Almighty, all the companies that have heretofore left this place, so far as we can learn, both emigrant and freight, have passed through places where these scenes have been enacted without being in the least disturbed or molested. Brother Joseph W., and Joseph A. Young, and all the others who have been laboring in the business of the emigration here, purpose travelling with Snow's train until we pass Fort Kearny."

Monday, August 15. Elder Joseph W. Young wrote to Messrs. Bonte Bros., Omaha,

"Our cattle have arrived. We are very glad of it. Our train is loaded and moved out into the camp and will go on today."

Thursday, August 18. Captain S. Snow's train of emigrating Saints, the last company of the season, left Wyoming for the mountains. Elder John Moburn Kay, who had fulfilled a brilliant mission in Europe, was returning to his home in Utah with this train, but he was taken sick and died near Fort Laramie, September, 26, 1864.

1865
The little town of Wyoming having given satisfaction as the outfitting place for the Latter-Day Saints crossing the plains in 1864, was again chosen by the Church authorities as the starting point for 1865. Like the preceding year, the emigrants traveled by rail as far as St. Joseph, Missouri, and thence by river steamer up the Missouri to Wyoming.

Owing to the fact that the Church did not send teams to the Missouri River after the poor in 1865, the emigration of Saints from Europe was this year comparatively small, as only two ships, namely, **Belle Wood** and **David Hoadley** sailed from Liverpool, one ship, the **B. S. Kimball**, from Hamburg, Germany, and one ship, the **Mexicana** from South Africa, bringing Latter-Day Saints to America. The Civil War, which did not terminate until later in the year, also had considerable to do with diminishing the emigration of Saints from Europe that year, as difficulties in landing were in sight. With the close of the Civil War the way was again clear for emigration.

Elder Thomas Taylor acted as Church Emigration Agent in 1865 in the States, and, together with several assistants, superintended the arrival of emigrants in New York and also the departure of the several trains for the plains.

Thursday, June 15. A large company of Saints who had crossed the Atlantic Ocean in the ship **Belle Wood** (sailing from Liverpool, April 29, 1865) arrived at Wyoming in charge of Elder William H. Shearman.

Friday, June 16. Sidney Biddle, aged 9 months, from Walsall, near Birmingham, England, died and was buried at Wyoming.

Saturday, June 17. A three-year old child (Samuel A. Shaw) from Birmingham, England, died of the measles at Wyoming.

Under this date Elder William H. Shearman wrote from Wyoming to President Daniel H. Wells in England,

"We anchored in New York harbor on May 31st, and were landed at Castle Garden, with our luggage, on the following day. We experienced no difficulty in passing the doctor and custom house officers, who were very courteous and accommodating. In consequence of unwillingness on the part of railway contractors to fulfil their engagement with Elder Thomas Taylor, we were detained in Castle Garden between five and six days. The weather was intensely hot, the Saints suffered much from various sources of annoyance, and disease made its appearance and began to spread rapidly. Brother Taylor had no alternative but to take steps to obtain legal redress; which when the contractors found he was determined to do, they concluded to fulfill their agreement.

"We accordingly left New York for Albany, by the Hudson River R. R. at 8 p.m. on the 6th. We arrived safely at this place (Wyoming) on the 15th inst.

"During the journey from New York to this place, every possible attention was given to the sick and feeble, the best railway carriage was always appropriated exclusively to their use, and the preference was given to them in all things.

"It has been very stormy ever since we have been here, making the country very muddy and disagreeable. The thunder and lightning have been of that fearfully grand and, to me, sublimely magnificent character peculiar to America. Several merchant trains for Salt Lake City are starting from Nebraska City, seven miles below this place, and are engaging many of our brethren as teamsters, paying from \$40 to \$50 per month. Twenty-six men and four women engaged and went to Nebraska [City] today, under the presidency of Elder William Willis. Elder Holman has selected twenty more men, half of them with families, whom he expects will start with another train on Monday, under the presidency of Elder Edmund F. Bird. From present appearances it is likely that many more will be wanted, and brother Holman hopes to be able in this manner, to get off many who would otherwise have been unable to go to Zion this season. We all feel very grateful to the Lord for thus opening the way for the gathering of his poor Saints.

"In consequence of the fall of gold, and the high prices of every article needed for emigration, Brothers Holman and Taylor are seriously embarrassed for means. Brother Holman called a meeting for the brethren who wished to drive teams over the Plains, and stated the case to them, when nearly every one nobly and cheerfully volunteered to give their wages to the Church, to assist to gather the aged and females who are here without means. I do not think there has ever been a company of Saints come from Europe who have been more generally united and willing to obey counsel than this one. Provisions are very high here at present, flour is five dollars per cwt., bacon is 18 to 20 cents, sugar 25 to 30, coffee 45, tea \$2.50 and other things in proportion."

Monday, June 26. The Saints who had crossed the Atlantic in the ship *B. S. Kimball* (sailing from Liverpool, May 8, 1865), arrived at Wyoming.

Under this date, Elder George Sims, writing for John G. Holman, wrote to Daniel H. Wells at Liverpool, England,

“Wyoming, N.T., June 26, 1865.

President Wells:

Dear Brother,—This evening, at 6 p.m., the Danish company arrived, about 550 in number. They brought with them the bodies of three persons who had died on the steam packet “Denver”, coming up the Missouri river between St. Joseph and this place. A child died two hours after their arrival, and about thirty have died since they started from their native land, including four betwixt New York and St. Joseph. The diseases were mostly measles, followed by scarlet fever, and debility produced by diarrhea. The company are industrious and cleanly, and every attention has been paid to their sick. Elders Anders W. Winberg and Johan Swenson have had the care of the company. When they arrived at New York, they were accompanied by Elder Miles P. Romney to this place. The company are composed of Danes, Norwegians and Swedes. The Danish Saints have brought with them several good tents, and they are pretty well armed, and have considerable luggage with them.

“The English company arrived here on the 15th inst., numbering nearly four hundred; one sister died of consumption, and two children of measles, within a few days. On their arrival, the Saints were immediately conveyed to dwelling-houses, where they were made as comfortable as practicable. The poor families were supplied with food, and the sick with medicines; the ordinance was frequently administered to the sick.

“On the arrival of the English Saints the rain commenced pouring in torrents, accompanied by vivid lightning and thunder, lasting some three days and nights with scarcely any cessation, and now on the arrival of the Danish company, although the day has been very fine and fair, and to all appearance no prospect of a storm; yet, on their arrival, the clouds began to gather, accompanied by thunder and lightning, and it is now raining a regular American shower, almost leading one to suppose that the Lord designed in sending it to wash the Saints and luggage, thereby cleansing them from the dust and filth accumulated while travelling by train through the States.

“There have been some forty-two of the single men hired to the different merchant trains as teamsters, at the rate of \$50 per month, to drive through to Great Salt Lake City; the proceeds of their labors (with the exception of what has been used out of the \$25 that has been paid in advance for each teamster, for the purpose of getting them what articles of clothing, shoes, &c., they needed to make them comfortable while crossing the Plains,) is to go to the Church to assist in getting those from here who are not able to assist themselves. x x x

“Lars Petersen, who arrived with his father, mother, and some relatives, in the Danish company, went with a few emigrants to bathe in a small stream called the Weeping Waters, took the cramp, as it is supposed, and was drowned unobserved by the rest of the company. He was a single man, about thirty years of age, and assisted some twenty of the Danish Saints in emigrating. As soon as it was discovered, through seeing his clothes remain upon the bank, search was immediately made, and his body found in the bed of the stream. Today

he was buried, and a large concourse of Danish Saints followed him to the grave, who feel to mourn his loss, as he was greatly respected by them. x x x

George Sims, for John G. Holman."

Wednesday, June 28. Some of the emigrating Saints who intended to cross the plains in Captain Minor G. Atwood's company moved out onto the prairie west from the village of Wyoming.

Saturday, June 29. Lars Petersen, one of the emigrants who crossed the Atlantic in the ship **B. S. Kimball** and who had been accidentally drowned in a small stream called the Weeping Water near Wyoming, was buried at Wyoming. He was a philanthropist and a man of means and had helped quite a number of his co-religionists with money to emigrate to Zion.

Monday, July 31. Most of the Scandinavian Saints left Wyoming for Utah in a company consisting of 45 ox teams. The following day (August 1st) the camp was organized with the following officers: Miner G. Atwood, captain; Charles B. Taylor, assistant captain; Anders W. Winberg, chaplain and interpreter; John Swenson, commissary and assistant to Elder Winberg; John Gendrup, clerk; Hans C. S. Hogsted, captain of the first ten; Hans Hansen, captain of the second ten; Christopher J. Kempe, captain of the third ten; and John Everett, captain of the fourth ten. Elder Thomas Taylor writes,

"At this organization I advised the Saints to be obedient to the requirements of their officers, and also to let Miner G. Atwood equalize the strength of their teams. The general instructions to be moderate in driving and in the use of the whip was given, and if the Saints were united and obedient they would go through safely. Elder John G. Holman remarked that the English Saints had been organized by themselves only to separate them, that in case of sickness better care and attention could be bestowed by those who understood each other's language; he also remarked that the tens were to take their turns in rolling out in order that all should have equal chances of campground, etc."

Saturday, August 12. A company of emigrating Saints under Captain Henson Walker left Wyoming for Great Salt Lake City.

Sunday, August 13. Elders Thomas Taylor and John G. Holman organized a division of the English company by appointing Elder Henson Walker captain, Robert Pixton as chaplain, John Hammer as captain of the guard, Joseph Hammer as assistant captain.

Tuesday, August 15. The last company of the season's emigration left Wyoming for the Valley, organized with the following officers: William S. S. Willis, captain; Frederick W. Cox, chaplain; and Joseph L. Barfoot, commissary. Besides these there were three other returning missionaries, namely: Alfred Lee, George Sims (who was accidentally drowned on the journey in crossing the Platte River) and William Henry Waylett. This company was helped into the Valley by relief teams, which had been sent out 150 miles to

meet the emigrants. The company arrived in Great Salt Lake City, November 29, 1865.

Wednesday, August 16. Elders Thomas Taylor and John G. Holman wrote from Wyoming,

"When I [Thomas Taylor] arrived here I found between two and three hundred of the Saints who were unable to assist themselves any further. Their entreaties for help to be taken through, induced me to use considerable efforts to prevent them staying here.

"A few of the brethren who had means at their disposal stepped forward, and loaned me some money. I also borrowed some more on time, which enabled me to send off over two hundred Saints. While at New York it was my intention only to assist a few, but on my arrival here and beholding so many, my heart was heavy at the thought of leaving them behind me. After much consideration, and weighing all points of the responsibility, Elder John G. Holman and myself came to the conclusion that it would be best to help off as many as possible. After this determination, our hearts felt much lighter and the general spirit of the camp better.

"The emigration arriving much sooner than I expected, and many hindrances arising in obtaining wagons and cattle, have caused us much delay. I had also to employ agents to get the wagons transported which should have been done by the railway proprietors, and to obtain the requisite number of cattle, which caused much labor and time; in fact nothing came along easily, all things being brought together only with considerable energy and endurance. x x x The rain has fallen so heavily and the ground is now so soft that a wagon frequently stalls, and lifting at the wheels is a general thing.

"The returning missionaries have been indefatigable in their labors to get the companies off, and also to keep down expenses, putting the wagons together and fixing the bows, etc., the sisters also sewed the tents and wagon-covers. Owing to the wet, the tents have been cut larger than usual, in order that the Saints might be less liable to exposure from wet and cold. x x x Elder Thomas Taylor starts today by mail and the rest of us by mule-train."

With the departure of the Latter-Day Saint emigration of 1865 from Wyoming, the village returned to its former inactivity, until the following spring.

1866

Once more the little village of Wyoming, which had served as the starting point for the Latter-Day Saints emigration crossing the plains the two preceding years, was selected for a similar purpose in 1866. As the Church sent ten regularly organized companies from Utah to the Missouri River to bring the poor emigrating Saints to Salt Lake Valley, there was an unusually large emigration this year from Europe. The ten Church trains contained ten captains, forty-nine mounted guard, 456 teamsters, eighty-nine horses, 134 mules, 3,042 oxen and 397 wagons; sixty-two wagons, fifty oxen and sixty-one mules were purchased on the frontier to make the necessary number of teams and wagons. The names of the ten

captains were Thomas E. Ricks, Samuel D. White, William H. Chipman, John D. Holladay, Peter Nebeker, Daniel Thompson, Joseph S. Rawlins, Andrew H. Scott, Horton D. Haight, and Abner Lowry.

In 1866, nine sailing vessels brought that many companies of Latter-Day Saint emigrants across the Atlantic Ocean, namely:

John Bright	sailed from Liverpool	April 30,	arrived in New York	June 6
Caroline	" "	London May 5,	" " " "	" 11
American Congress	" "	" " 23,	" " " "	July 4
Kenilworth	" "	Hamburg " 25,	" " " "	" 17
Arkwright	" "	Liverpool " 30,	" " " "	" 6
Cornelius Grinnell	" "	London " 30,	" " " "	" 11
Cavour	" "	Hamburg June 1,	" " " "	" 31
Humboldt	" "	" " 2,	" " " "	" 18
St. Mark	" "	Liverpool " 6,	" " " "	" 26

Tuesday, June 19. A company of Saints which had crossed the Atlantic in the ship **John Bright** arrived at Wyoming in charge of Collins M. Gillet and other returning Elders. This was the first emigrant company of the season to arrive on the frontier from Europe.

Thursday, June 21. A part of a company of Saints (thirty-seven souls) which had crossed the Atlantic in the ship **Caroline** arrived at Wyoming. These emigrants had been detained in New York through lack of means, but were finally forwarded to Wyoming by merchants who were doing business in Utah.

Saturday, June 23. A telegram from William W. Riter to President Brigham Young stated that Captains Thomas E. Ricks, Samuel D. White, Peter Nebeker, William Henry Chipman, John D. Holladay and Joseph S. Rawlins had arrived at Wyoming with their respective Church trains from Great Salt Lake Valley, and that the other trains were near.

Wednesday, June 27. The remainder of the company of emigrants which had crossed the Atlantic in the ship **Caroline** arrived in Wyoming, in charge of Samuel H. Hill, William W. Raymond and John S. Fullmer.

Under this date Elders Isaac Bullock and William W. Riter, writing to President Brigham Young, stated that the mule teams and most of the ox teams sent out by the Church from the Valley had arrived in Wyoming in good condition, "considering the quickness of the trip" they had made across the plains.

Friday, July 6. A company of Saints who had crossed the Atlantic in the ship **Arkwright** arrived at Wyoming [New York?].

Captain Thomas E. Ricks' ox-train left Wyoming with 250 emigrants. It arrived safe and well in Great Salt Lake City, September 4, 1866.

Saturday, July 7. Captain Samuel D. White's ox-train left Wyoming with forty-six wagons and 230 emigrants. It arrived in Great Salt Lake City, September 5, 1866.

Wednesday, July 11. A company of Saints who had crossed the Atlantic in the **Cornelius Grinnell** arrived at Wyoming [New York?].

Friday, July 13. Captain William Henry Chipman's ox-train left Wyoming. It arrived in Great Salt Lake City, September 15, 1866. About one hundred head of cattle were stolen from this company on the plains by Indians.

Saturday, July 14. A company of Saints who had crossed the Atlantic in the ship **American Congress** arrived at Wyoming.

Thursday, July 19. Captain John D. Holladay's ox-train left Wyoming with emigrating Saints. It arrived in Great Salt Lake City, September 25, 1866.

Wednesday, July 25. Captain Daniel S. Thompson's ox-train left Wyoming with emigrants. The train consisted of eighty-four wagons and about 500 emigrants and arrived at Great Salt Lake City, September 29th.

Sunday, July 29. A large company of Scandinavian Saints who had crossed the Atlantic in the ship **Kenilworth** arrived at Wyoming.

Wednesday, August 1. A company of Scandinavian Saints who had crossed the Atlantic in the ship **Humboldt** arrived at Wyoming.

Thursday, August 2. Captain Joseph S. Rawlins' ox-train left Wyoming with sixty-five wagons and over 400 passengers bound for Great Salt Lake City. It arrived, October 1st, 1866.

Friday, August 3. A company of Saints who had crossed the Atlantic in the ship **Saint Mark** arrived at Wyoming.

Saturday, August 4. Captain Peter Nebeker's ox-train left Wyoming with sixty-two wagons and nearly 400 emigrating Saints. It arrived in Great Salt Lake City, September 29, 1866.

Wednesday, August 8. Captain Andrew H. Scott's ox-train left Wyoming with forty-nine wagons and about 300 emigrants. It arrived in Great Salt Lake City, October 8th, 1866. A number of the emigrants died on the journey across the plains. The passengers consisted of British and Scandinavian passengers who had crossed the Atlantic in the ships **American Congress**, **Kenilworth** and **Humboldt**.

About the same time Captain Horton D. Haight's ox-train, consisting of sixty-five wagons bringing wire for the Deseret Telegraph line, left Wyoming. It arrived at Great Salt Lake City, October 15th, 1866.

Saturday, August 11. A company of Scandinavian Saints who had crossed the Atlantic in the ship **Cavour** arrived at Wyoming. Elder Elnathan Eldredge, jun., who returned from a mission to Great Britain in 1866, having assisted Elder Thomas Taylor with the emigration that year, writes,

"At New York I received the last company from Europe (Scandinavian emigrants) and in travels through the States we stopped at St. Joseph, Missouri, two nights and two days, our

company being attacked by cholera. During these two days and two nights we buried thirty-three of the emigrants in the St. Joseph cemetery, after which we continued the journey up the Missouri River to Wyoming, the landing place of the Saints that year. At that place we buried eight more of the emigrants and nearly fifty died on the journey across the Plains."

Monday, August 13. Captain Abner Lowry's ox-train left Wyoming with emigrating Saints. After a tragic journey across the plains, on which about fifty of the emigrants died, the train arrived in Great Salt Lake City, October 22, 1866, being helped into the Valley by a Church relief train sent out in charge of Elder Arza P. Hinckley.

Tuesday, August 14. Elder Thomas Taylor, after finishing his emigration business at Wyoming, left that town, accompanied by Isaac Bullock, William W. Riter, Collins M. Gillet, Joseph H. Felt, Samuel B. Hill, Harrison B. Shurtliffe and other returning missionaries. They traveled with mule-teams and passed all the emigrant trains en route for the Valley on this journey westward; arrived in Great Salt Lake City, September 11, 1866. On the journey, Elder Collins M. Gillet, one of the returning missionaries, died and was buried on the plains.

Twenty-two organized companies of emigrants left Wyoming during its existence as an outfitting post for Latter-Day Saints emigration. It is estimated that these companies contained about 6,500 souls and probably about 500 more traveled with the freight trains, being employed as teamsters or who, as passengers, took advantage of the opportunities thus afforded to make the journey cheaply.

With the departure of Elder Thomas Taylor and his missionary companions from Wyoming, after having finished the 1866 emigration business, the village of Wyoming ceased to be of any importance to the Latter-Day Saints, and, so far as is known, it has never been an outfitting place for companies crossing the plains since 1866. All that is left in the village now as a reminder of the post is an old grave yard in which a number of the Latter-Day Saints who died on their westward journey are resting. A movement was set on foot in 1926 to erect some kind of monument in memory of the Mormon emigrants who died at Wyoming.