

JACK MORROW'S

Passenger and Fast Freight Line

BETWEEN

Point of Rocks

—AND THE—

SWEETWATER MINES.

I have established a Storage and Commission House at the Point of rocks on the U. P. R. R. and from thence will run Daily coaches to the celebrated Sweetwater country. Also

A Fast Freight Line,

Consisting of twenty-four teams of four mules each. Goods consigned to my charge at the Point of Rocks will be forwarded without delay. Also strict attention to Express goods.

The best accommodation guaranteed to passengers.

Also wholesale and retail dealer in Groceries, Liquors and Grain.

JACK MORROW
Point of Rocks, Wg. Ter.



has been destroyed by modern construction. Intact trail can be found north of the Bridger Coal mine facilities. Travel north on Sweetwater County Road 15 past the Power Plant. At the junction of County Roads 15 and 18, turn north on County Road 15 and travel 4.5 miles. After crossing Deadman Wash, turn east on a two-track road which follows the northern crest of the valley and travel 1 mile. The trail crosses the two-track road at this point. Intact trail remains are present to the north and south of the two-track road but has become heavily rutted and is not suitable for vehicle traffic. Care should be taken to determine weather and road conditions before setting out. A four-wheel drive vehicle is recommended.



For more information, contact:

Bureau of Land Management
Rock Springs Field Office
280 Highway 191 North
Rock Springs, WY 82901
307-352-0256



Point of Rocks to South Pass Wagon Road



U.S. Department of the Interior
Bureau of Land Management

The Lure of Gold

The lure of gold has been a driving force within human culture for thousands of years. The desire for gold has led to mass movements of people and cultures into areas where gold was found or rumored to be. Such is the case with the Sweetwater Mining District of central Wyoming. Gold may have been discovered at South Pass as early as 1842, but extensive development of mines, mining camps and towns did not begin until the mid-1860s. By 1867, the Sweetwater Mining District had a population of 1517 people and South Pass City was the county seat of Carter County, Dakota Territory, which subsequently became Sweetwater County, in 1868. Because no railroad was ever built across South Pass, all goods had to be moved by wagon and all passengers by stagecoach to the mining camps.



The Shortest Route

The Point of Rocks to South Pass Wagon Road was the shortest most direct route north from the Union Pacific Railroad to the mining camps and therefore the most heavily used by freighters and stagecoaches. The wagon road

extended approximately 50 miles north of Point of Rocks, crossing Steamboat Mountain via Freighter Gap and the Sweetwater River at the Burnt Ranch before arriving in South Pass City.

In addition to heavy mining equipment and everyday necessities, South Pass City imported luxuries including English ceramic tableware, wines and champagnes, cut glass goblets, and cotton lace. Stagecoaches were used to haul passengers during the summer and sleds were used during the winter. Wagon roads from Rawlins, Rock Springs, Green River, Bryan, and Granger also led to the mining district.

The Story of Jack Morrow

The road was first developed in early 1869. By the summer of 1869 at least three freight and passenger companies operated along the Point of Rocks to South Pass Wagon Road. Hall, Monroe and Co. established a stage line from Hallville, located 10 miles south of Point of Rocks to South Pass City in April 1869. The Colorado Stage Company utilized six Concord Stages to make the 60 mile run in 10 hours. Good meals could be obtained along the route at reasonable prices. The third was run by Jack Morrow, a part time freighter and full time thief and swindler. He was well known in Nebraska and Colorado for robbing his partners and stealing freight hauled by his own wagons. Jack Morrow Creek, Jack Morrow Canyon, and the Jack Morrow Hills north of Rock Springs retain his name to this day.

The End of the Road

The hey-day of the Sweetwater mines and traffic along the Point of Rocks to South Pass Wagon Road was from 1867 to the early 1870s. But the gold rush was short lived. By 1873 the major mines had closed and the Sweetwater Mining District was largely deserted. By 1880, only 37 people lived in South Pass City. Freighting along the wagon roads continued through the



19th century at reduced rates, with the destinations now being Lander and Ft. Washakie in the Wind River Valley. A brief resurgence of mining in the Sweetwater Mining District occurred in the late 1890s and early 1900s, but not at the same levels as the 1860s boom. In 1906, the Chicago and North Western Railroad was built west from Casper to Lander. Freight, passenger, and mail service to South Pass that once used the Point of Rocks to South Pass Wagon Road came to an end.

The route of the Point of Rocks to South Pass Wagon Road parallels Sweetwater County Road 15. Much of the trail between Point of Rocks and the Bridger Power Plant