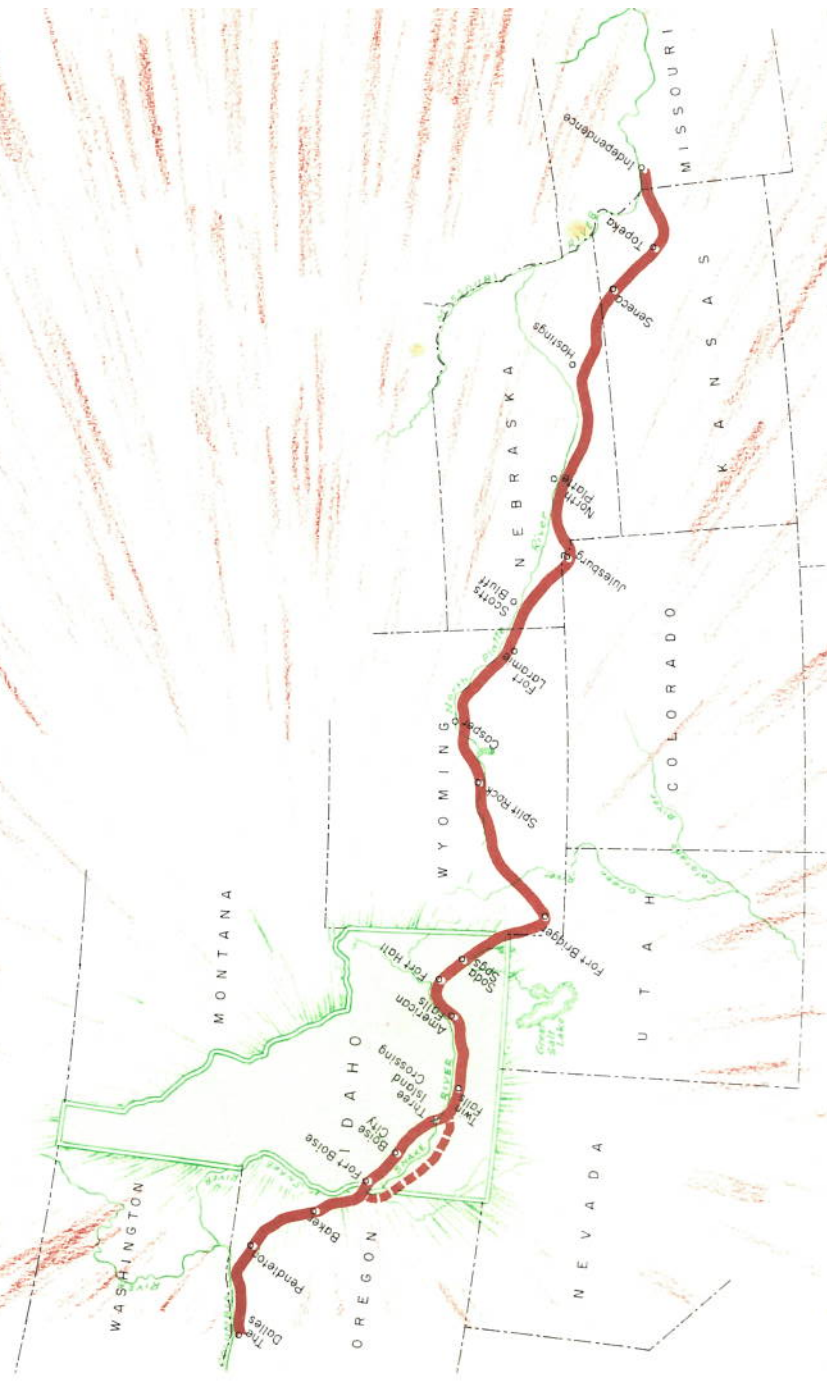


Route of the

OREGON TRAIL IN IDAHO



From Thomas Fork Valley at the Wyoming State Line
Westward to Fort Boise at the Oregon State Line

Route of the OREGON TRAIL IN IDAHO

First Printing...April, 1963

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IDAHO DEPARTMENT OF HIGHWAYS

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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

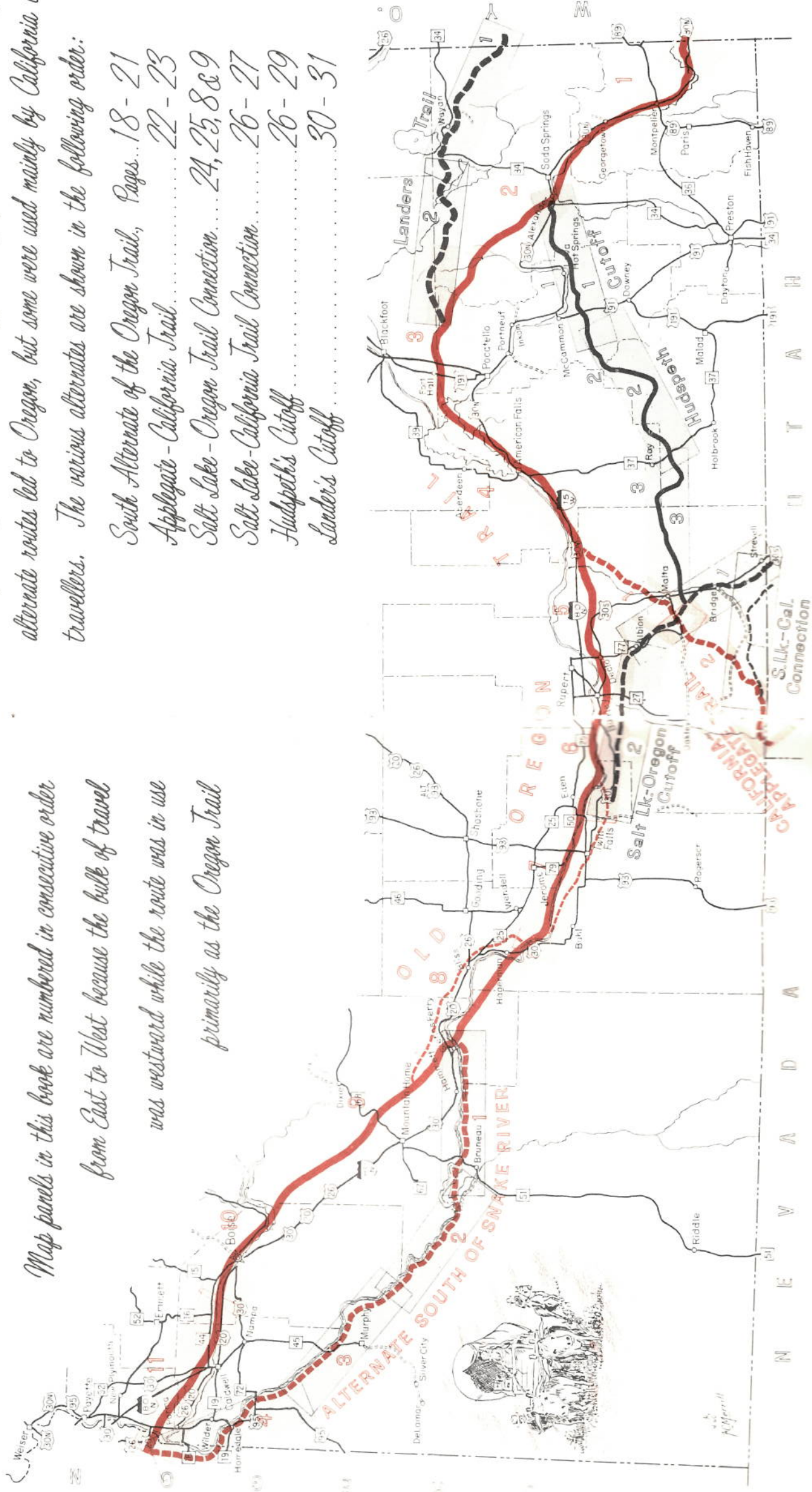
Historical data furnished by the IDAHO HISTORICAL SOCIETY

INDEX TO THE MAP SHEETS

Map panels in this book are numbered in consecutive order
 from East to West because the bulk of travel
 was westward while the route was in use
 primarily as the Oregon Trail

The main Oregon Trail is shown in a series of map sheets on pages 4 through 15.
 Descriptions of the alternate routes appear on pages 16 and 17. All of these
 alternate routes led to Oregon, but some were used mainly by California bound
 travellers. The various alternates are shown in the following order:

South Alternate of the Oregon Trail, Pages	18-21
Applegate-California Trail	22-23
Salt Lake-Oregon Trail Connection	24, 25, 8 & 9
Salt Lake-California Trail Connection	26-27
Hudspeth's Cutoff	26-29
Lander's Cutoff	30-31

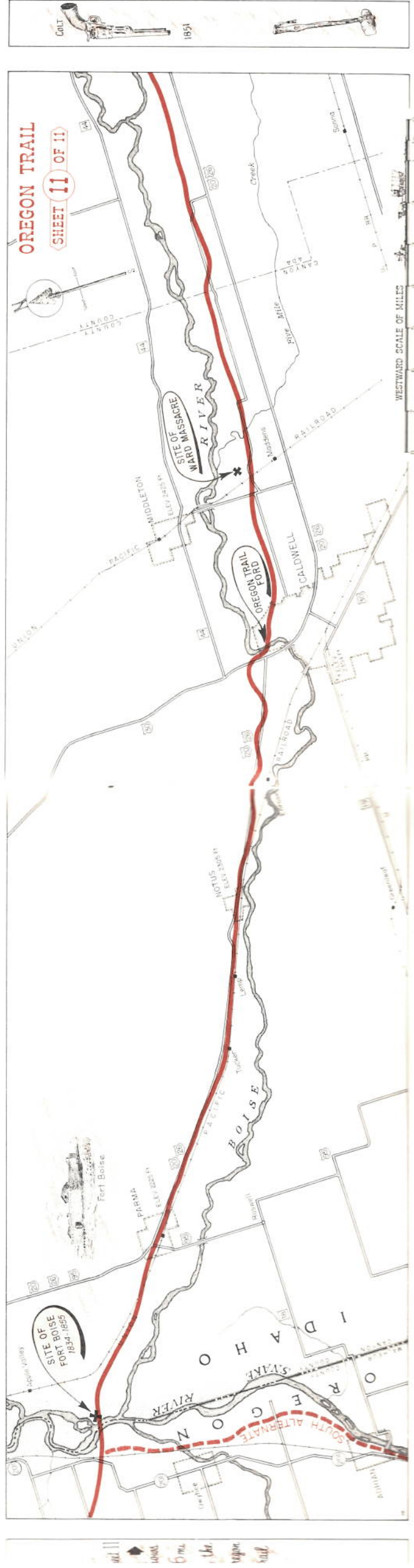


This map panel concludes the Old Oregon Trail series across the present State of Idaho, and also shows the western end of the South Alternate route which branched from the main trail at Three Island Crossing.

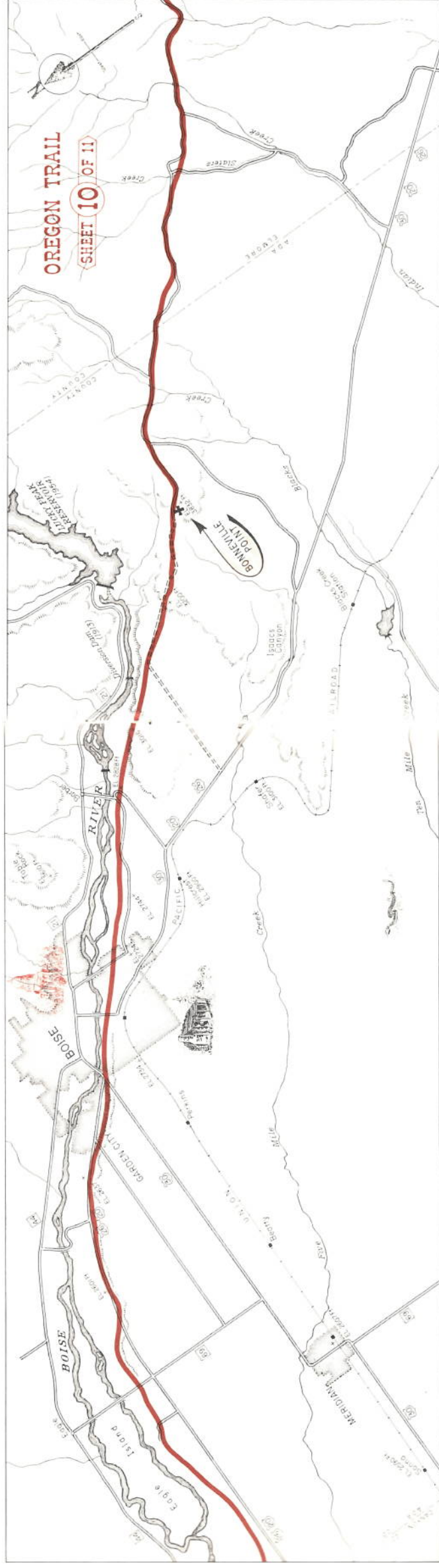
From Old Fort Boise, the Oregon Trail continued northwesterly over the Blue Mountains to the Columbia River, thence westerly to Rowena Bluffs near The Dalles, Oregon.

An overlap is allowed at the ends of each map sheet for continuity of the routes. Mileage of road shown on each sheet is indicated in separate end panels, however, total route mileages are actual lengths, not including the above mentioned overlaps.

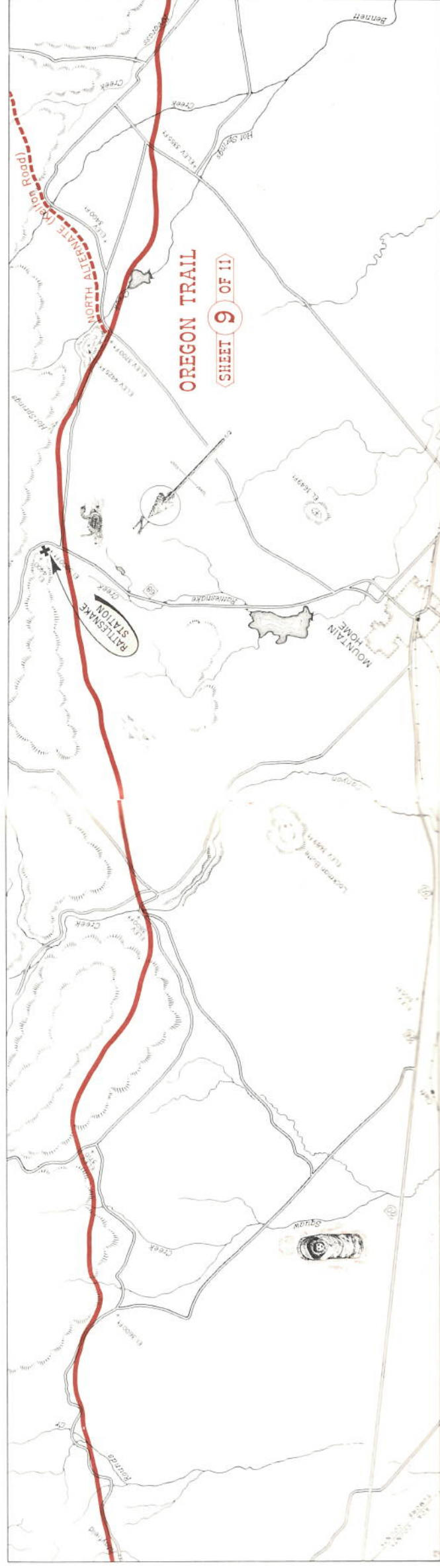
The main route of the Oregon Trail across southern Idaho measured 492 mi and weary miles; via the South Alternate the total was 505 miles.



Ruts of thousands of wagon wheels of the Oregon and California Trails - and of the freight and stage roads which followed them - still may be found in many stretches of Idaho desert. Other portions of the trails are obliterated by later highways, or by farms, or even by cities. Many of the presently visible old tracks come from heavy wagon and stage traffic which sometimes used the old emigrant roads and which at other times sought out new routes more convenient for those later purposes. Early emigrant traffic had to make use of natural roads in places where water could be found and along routes suitable for travel in only one direction - westward. When Idaho was settled, new and better wagon roads were opened, and some parts of the earliest emigrant trails fell into disuse. Tracks which remain on these abandoned parts are not easily found, but they are the tracks of those who pioneered in Oregon or joined the rush to the gold mines of California.

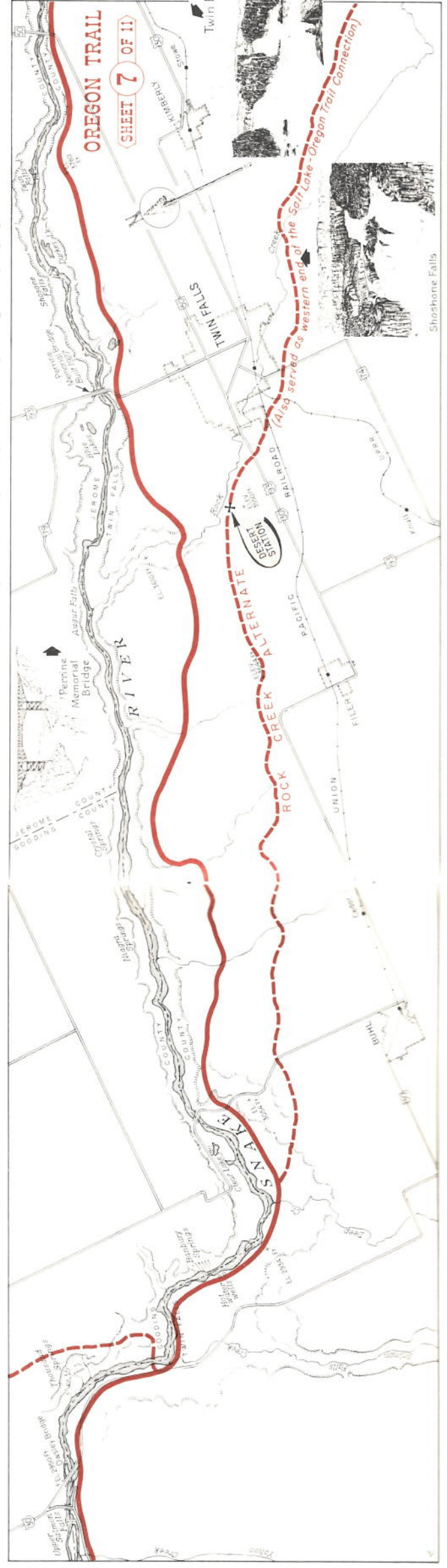


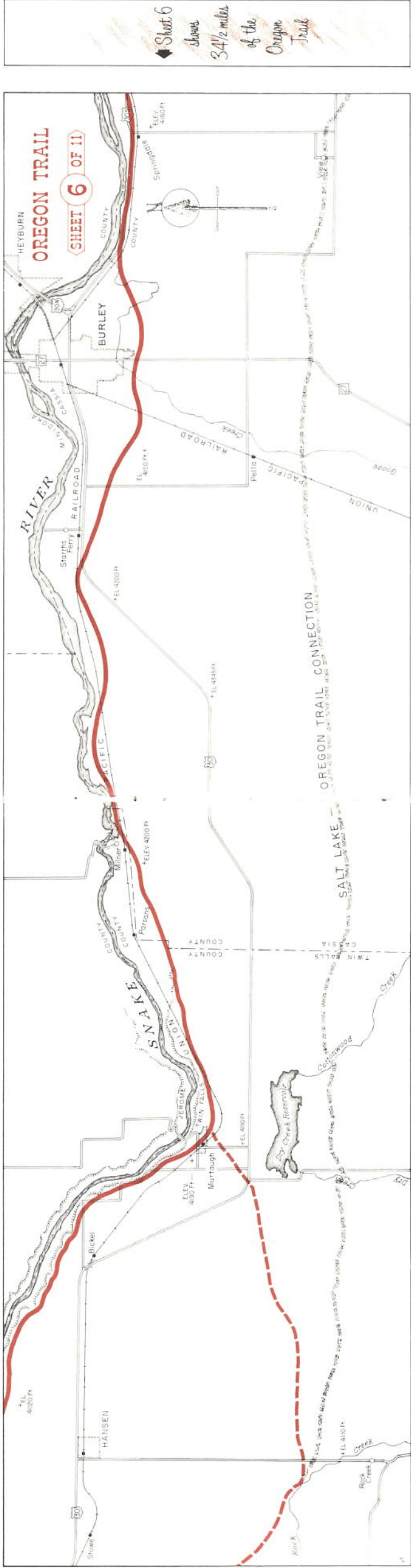
 Sheet 10
 shows 37 miles
 of the
 Oregon Trail



Part 9 shows 6½ miles of the Oregon Trail and 6 miles of the New Road.

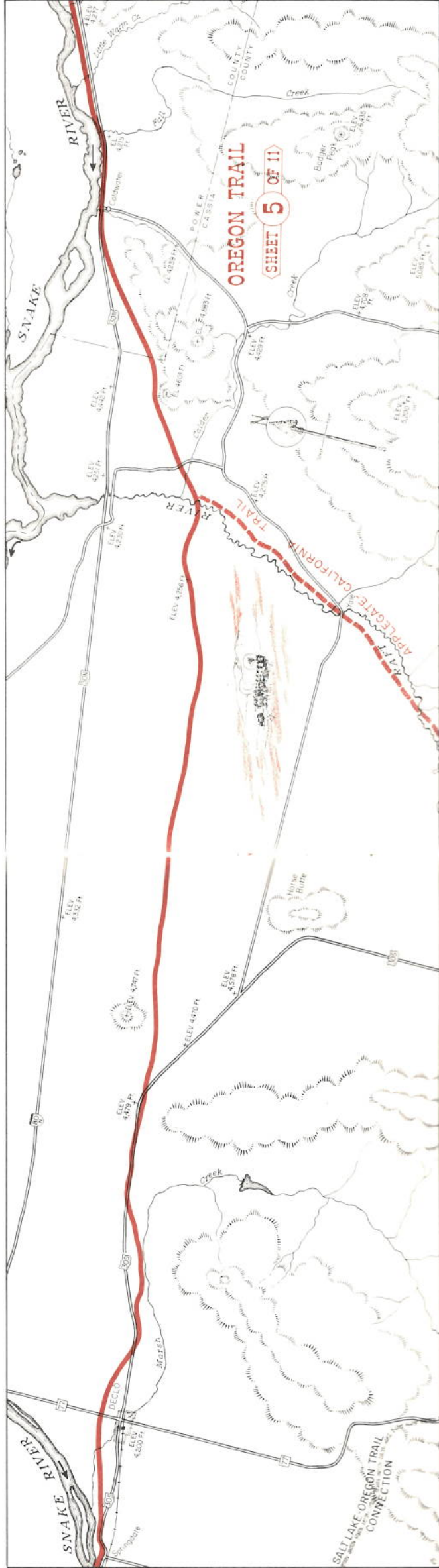
11 OF 11
2 SHEETS

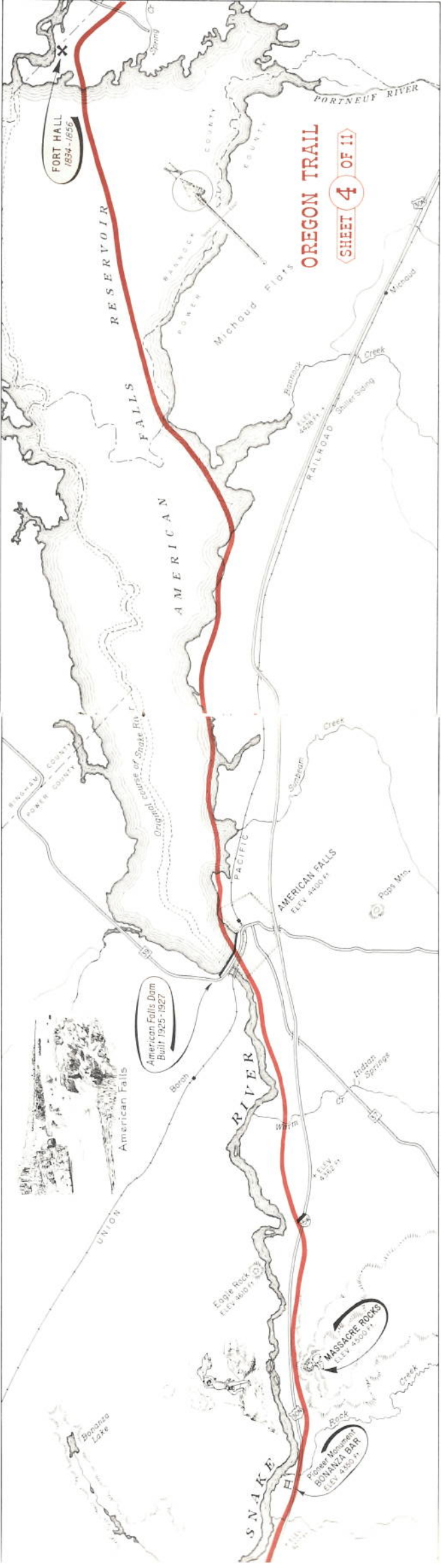
ick. *Creek-Alternate*



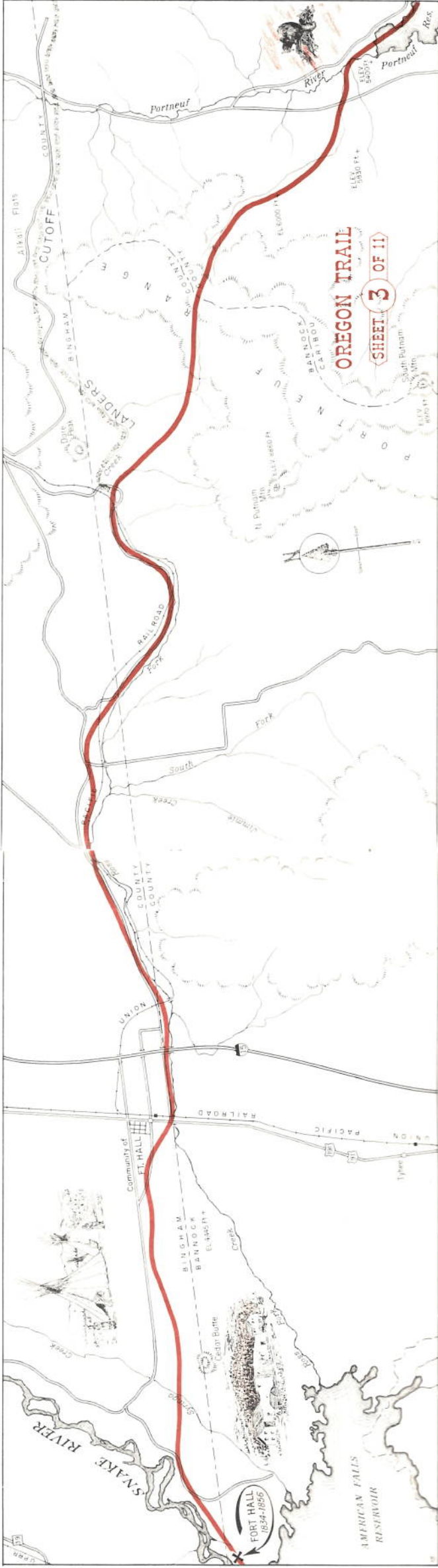
WESTWARD SCALE OF MILES

0 1 2 3 4 5 6 7 8 9 10 11 12



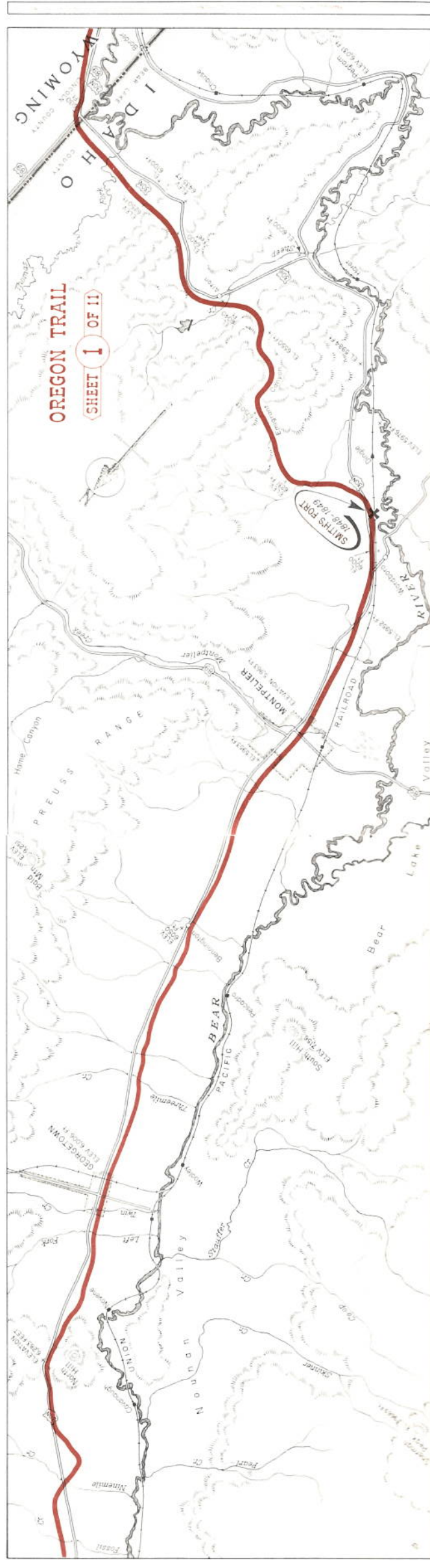
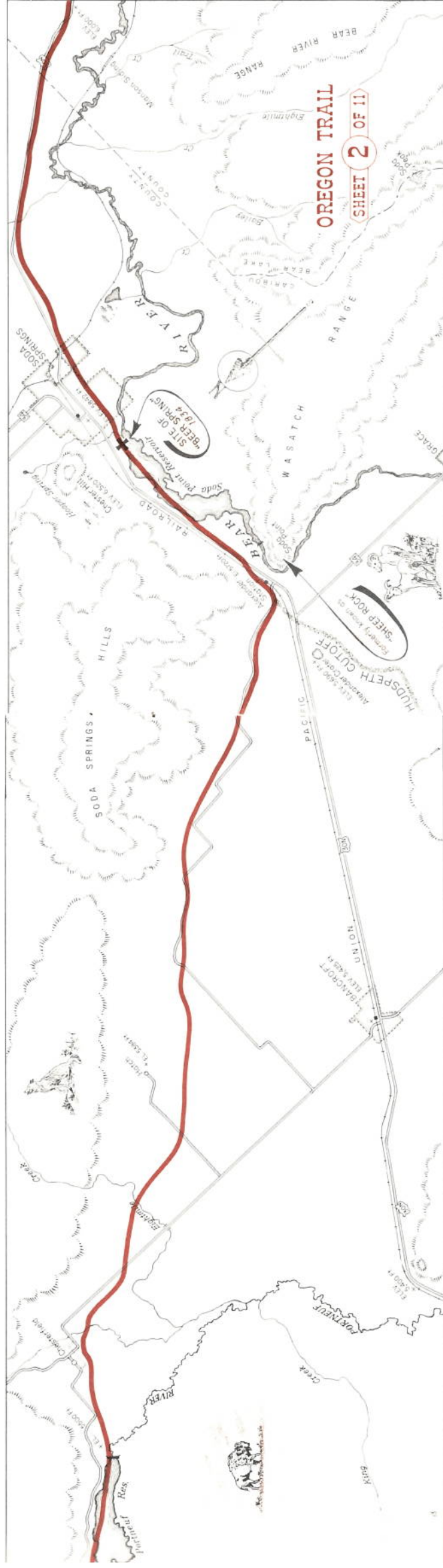


Shot 4
 shows 37 miles
 of the
 Oregon Trail



Shot 3
 shows 40 miles
 of the
 Oregon Trail





DESCRIPTION OF ALTERNATE AND CUTOFF ROUTES

THE CALIFORNIA TRAIL - (APPLEGATE TRAIL)

In 1846 Jesse Applegate persuaded a group of Oregon-bound families to use the California Trail into Nevada, and then to turn northwest to the Willamette Valley. Leaving the Oregon Trail at Raft River, this route meanders southwesterly toward the City of Rocks, heads westerly through Granite Pass, cuts across the northwestern corner of Utah along Goose Creek, thence to Nevada. Travelers on this route continued southwesterly to the Humboldt River and then crossed Nevada to Oregon or California. Refer to maps on Pages 22 and 23 for the portion in Idaho.

SOUTH ALTERNATE OF THE OREGON TRAIL

Travelers who could not manage to cross Snake River at Three Island Crossing near the present city of Glenns Ferry continued westerly along the south side of the Snake River into the State of Oregon, and thence northerly to a junction with the main Oregon Trail just west of Fort Boise. (Pages 18 through 21)

KELTON ROAD (NORTH ALTERNATE)

A river ferry established in 1852 near Thousand Springs provided an alternate route for those pioneers who wished to avoid the dry and difficult stretch of the Oregon Trail from Salmon Falls across the desert to Three Island Crossing. Refer to Pages 9 and 8.

ROCK CREEK ROAD

Some travelers branched from the Oregon Trail at Murtaugh and pursued a course parallel and a bit south of the main trail via Rock Creek and on to Deep Creek where it re-joins the main trail. Most of this route was coincident with the Salt Lake - Oregon Trail Connection. See Pages 10 and 9.

HUDSPETH'S CUTOFF

Rushing to California in 1849, Benoni M. Hudspeth and J. J. Myers pioneered a cutoff - at least they hoped it was a cutoff - from Sheep Rock on Bear River westward over several mountain ridges to a junction with the California Trail just west of the present city of Malta. Most of the later California traffic, as well as Applegate Trail traffic to Oregon, followed this route. Refer to Pages 26 through 29.

TRAILS JOINING THE OREGON TRAIL IN IDAHO

LANDER'S CUTOFF FROM WYOMING

Established by F. W. Lander in 1859, this route saved distance and had better grass and water than the established Oregon Trail counterpart. Entering Idaho in southeastern Caribou County, it meanders toward Gray's Lake, then heads westerly to the Blackfoot River, and finally joins the Oregon Trail along Ross Fork Creek. Refer to Pages 30 and 31.

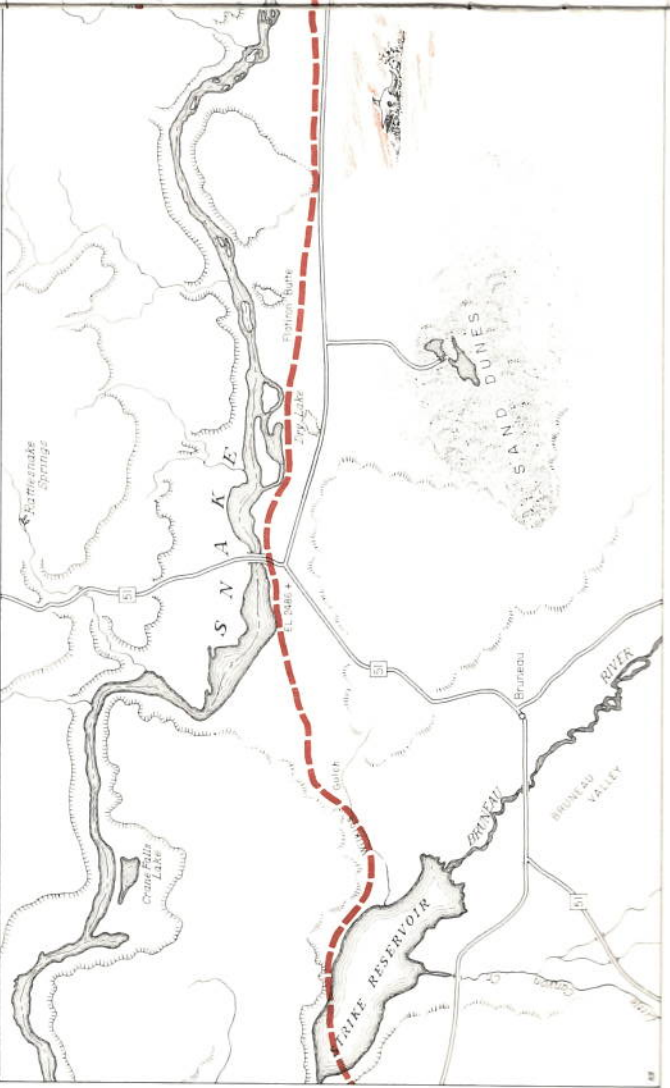
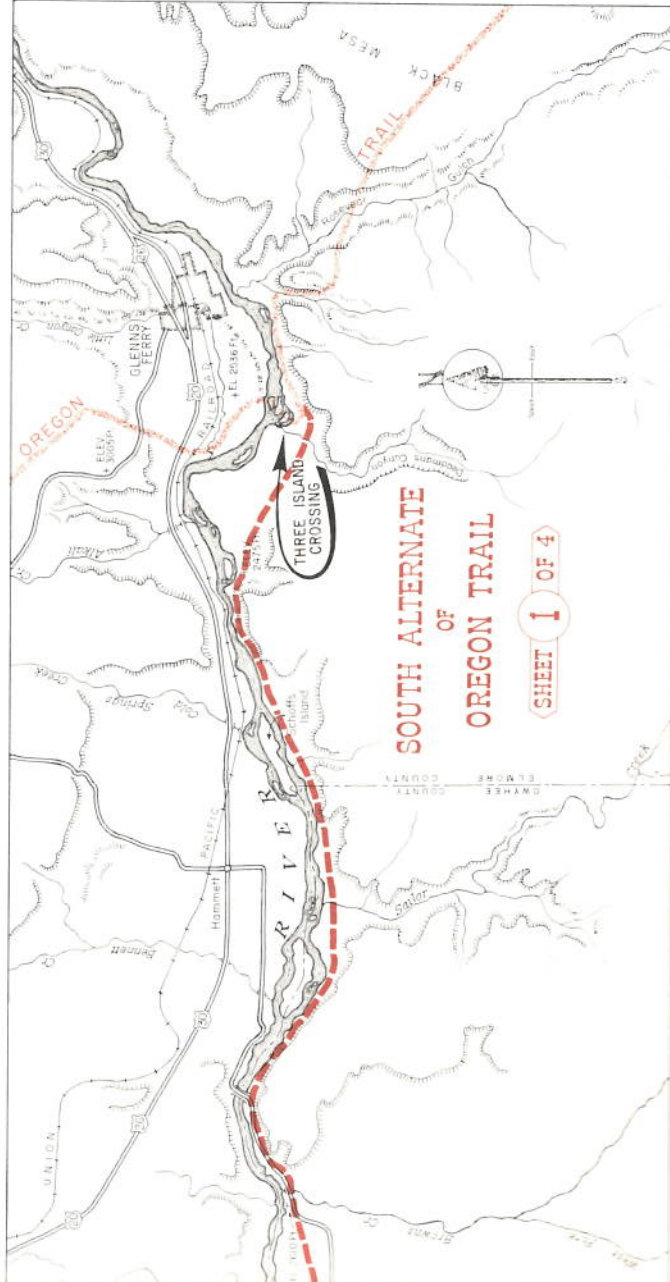
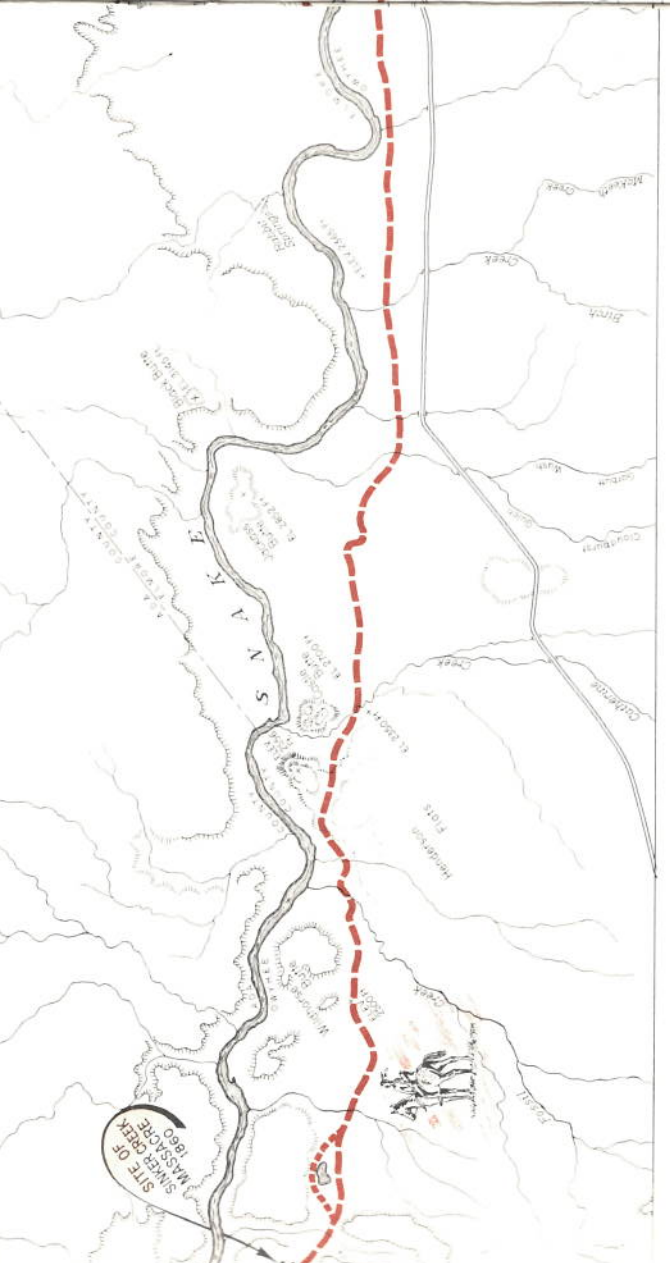
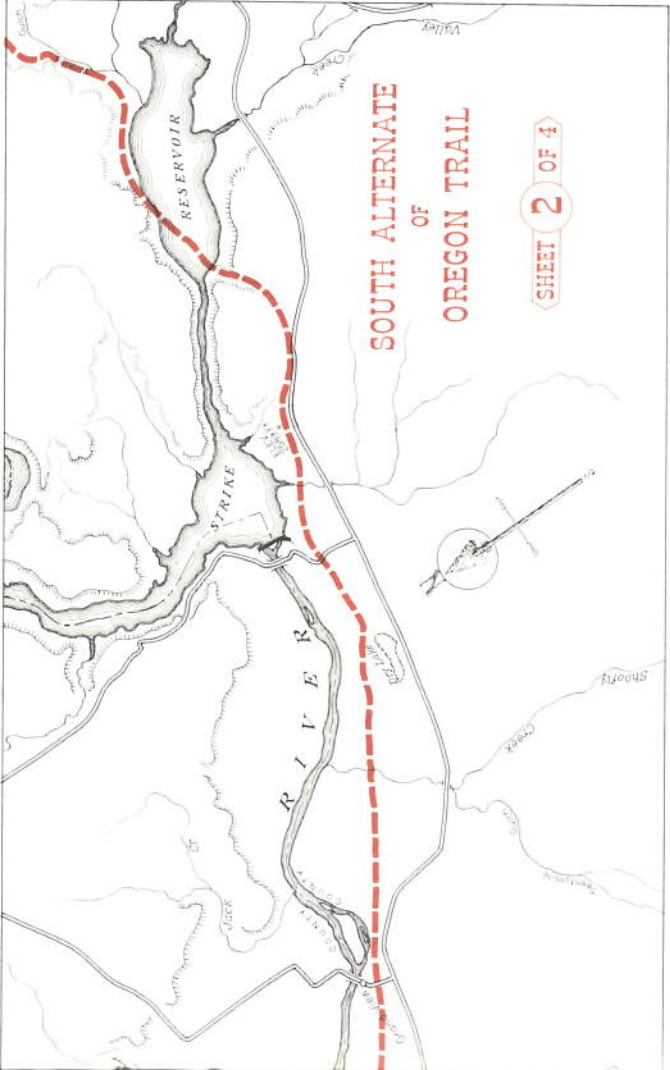
SALT LAKE - OREGON TRAIL CONNECTION

Entering Idaho from the south near Strevell, this route, opened in 1848 when Utah was getting settled, followed a northwesterly course via Malta and Albion, junctioned with the Rock Creek Road, upon which it continued westerly until it re-joined the Oregon Trail at Deep Creek. See maps on Page 25, 24, 10 and 9.

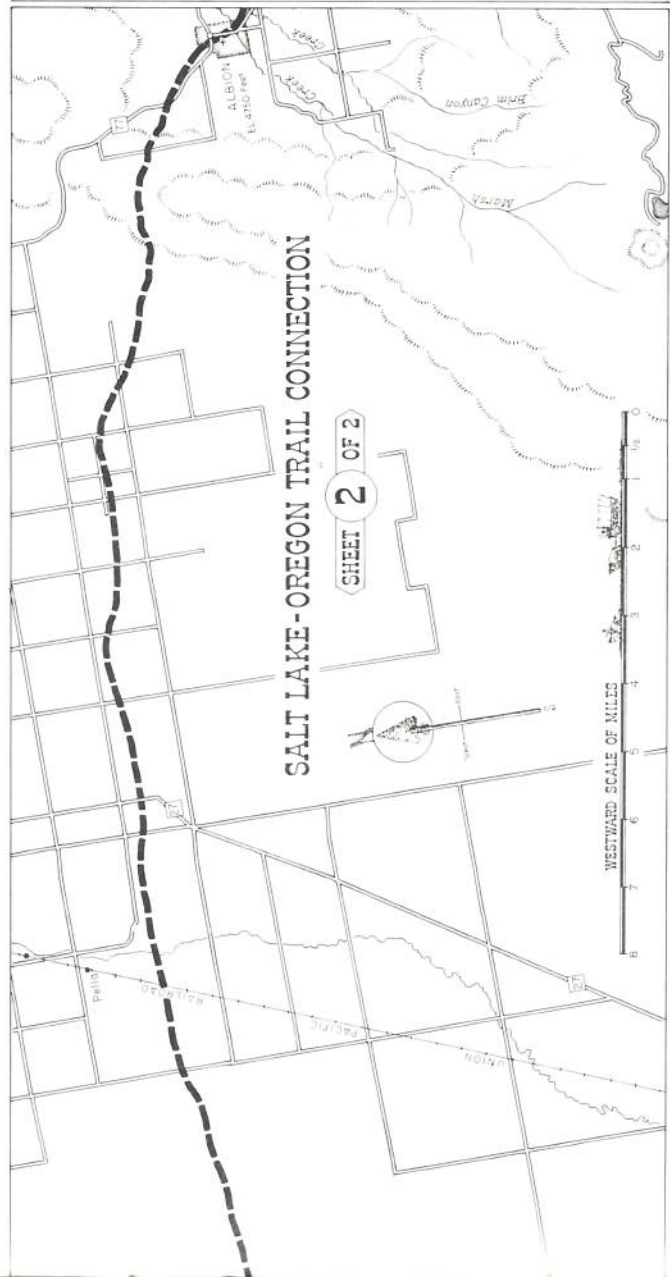
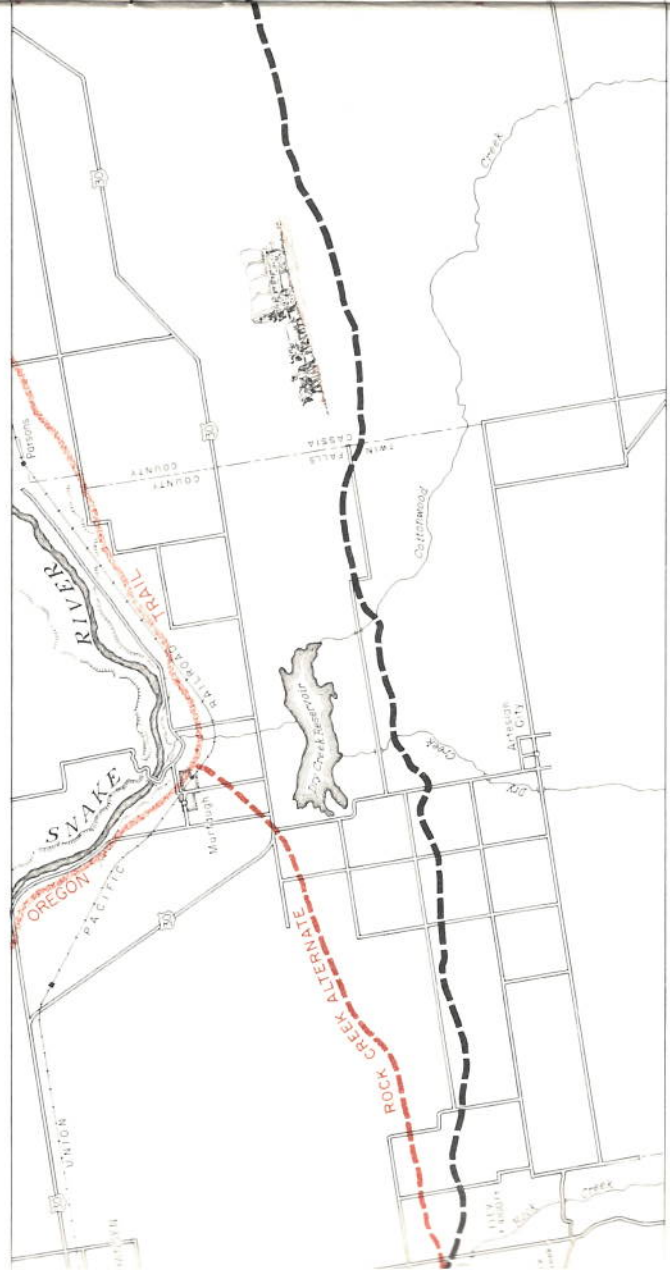
SALT LAKE - CALIFORNIA TRAIL CONNECTION

From Utah, this California route (opened from the west in 1848 and used in the California gold rush in 1849 and after) enters Idaho west of Strevell and then runs westerly to a junction with the California Trail just south of the City of Rocks. No California route west of Salt Lake was practical south of Granite Pass. Refer to Pages 26 and 27.

Shot 2
 shows 48' + miles
 of the
 South Alternate

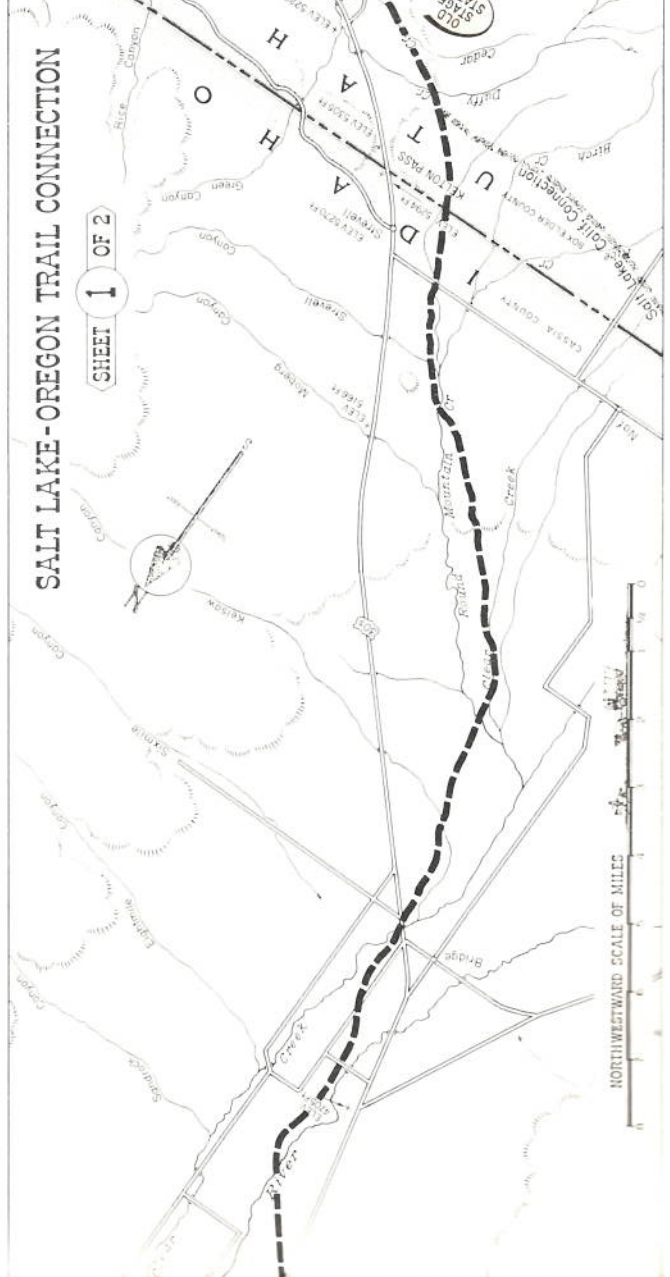
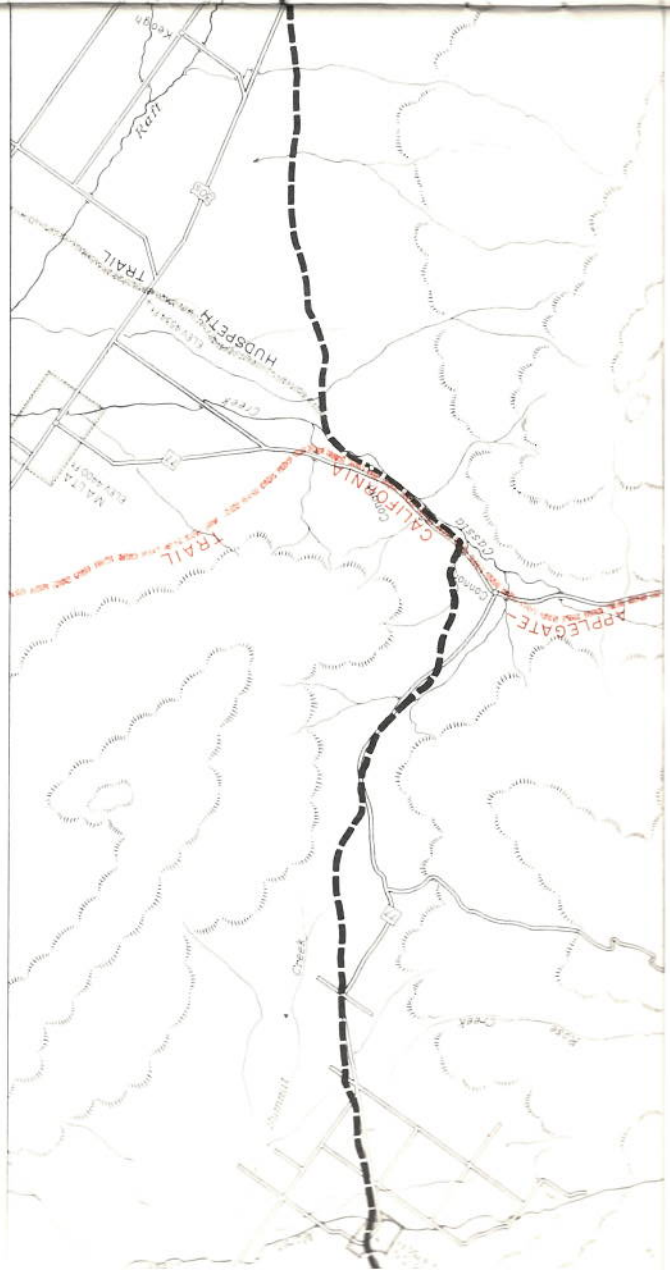


Shot 1
 shows 31 miles
 of the
 South Alternate



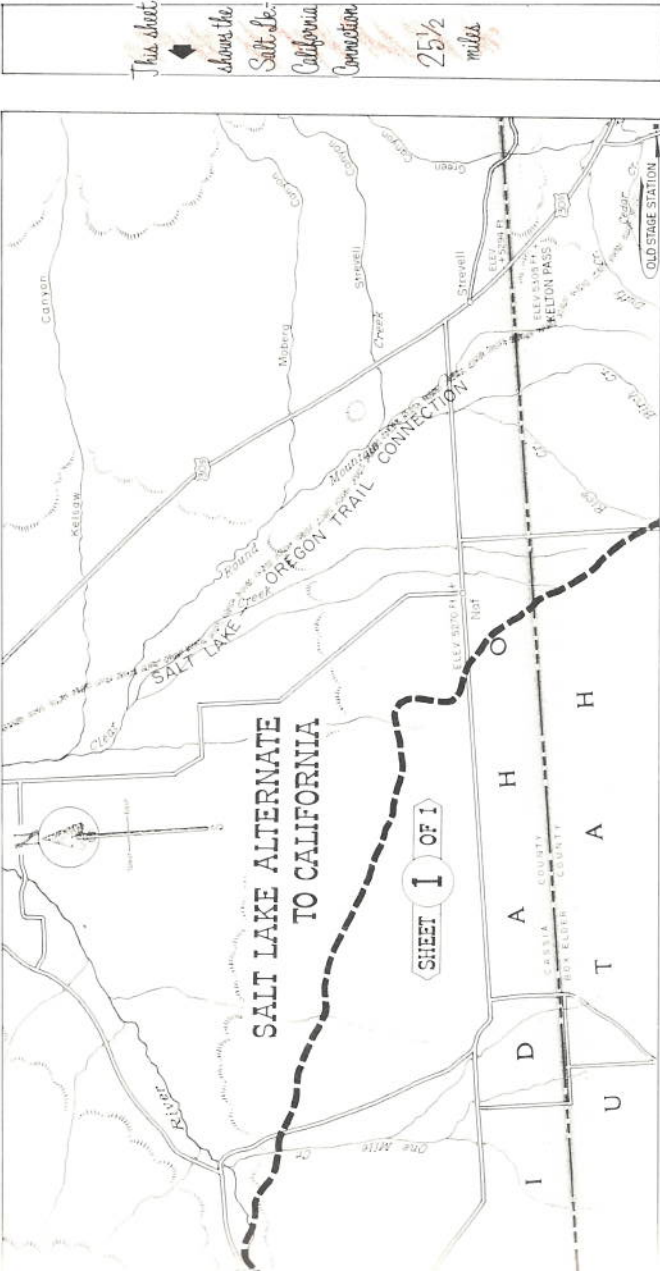
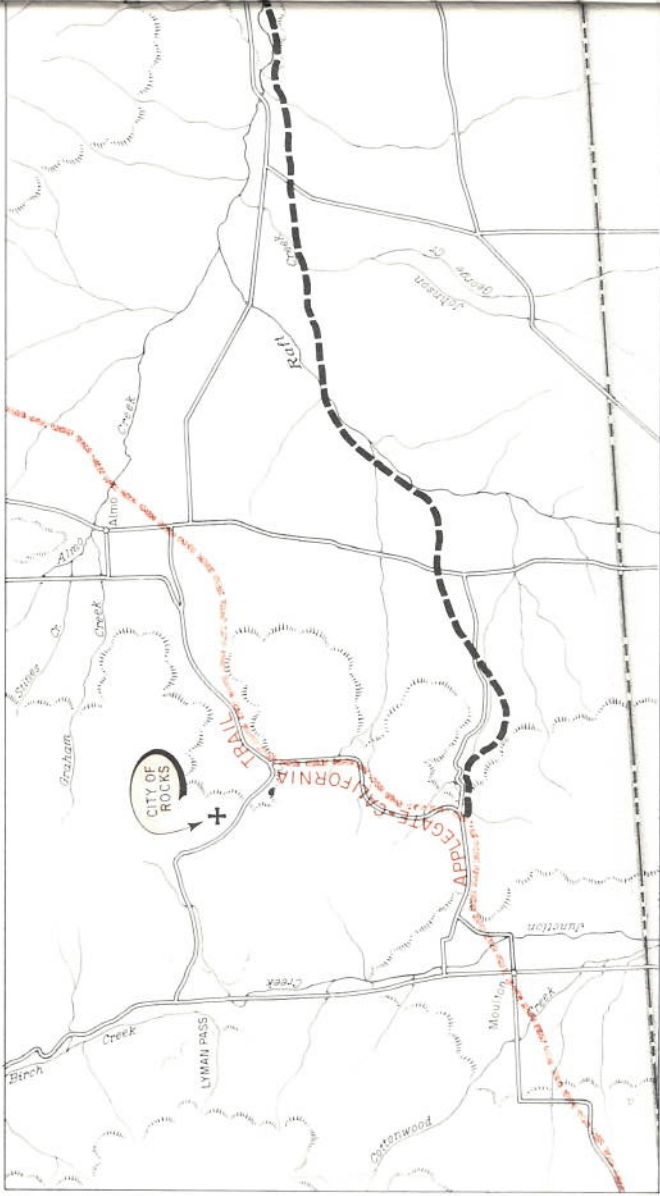
Sheet 2 (above) shows 40 miles of Salt Lake-Oregon Trail Connection

Sheet 1 shows 41 miles of the Salt Lake-Oregon Trail Connection

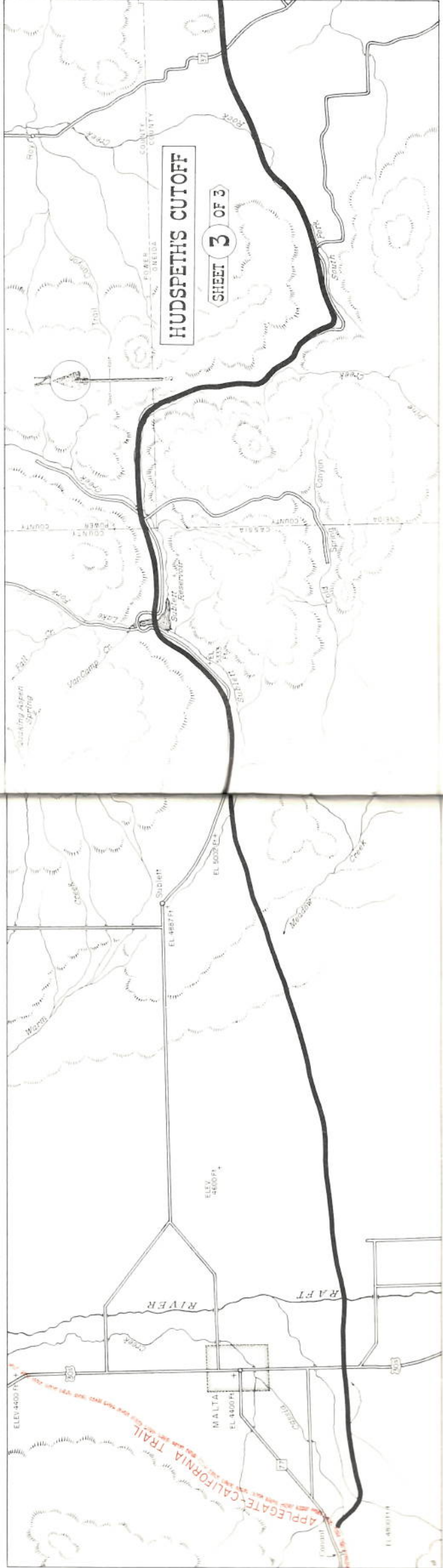




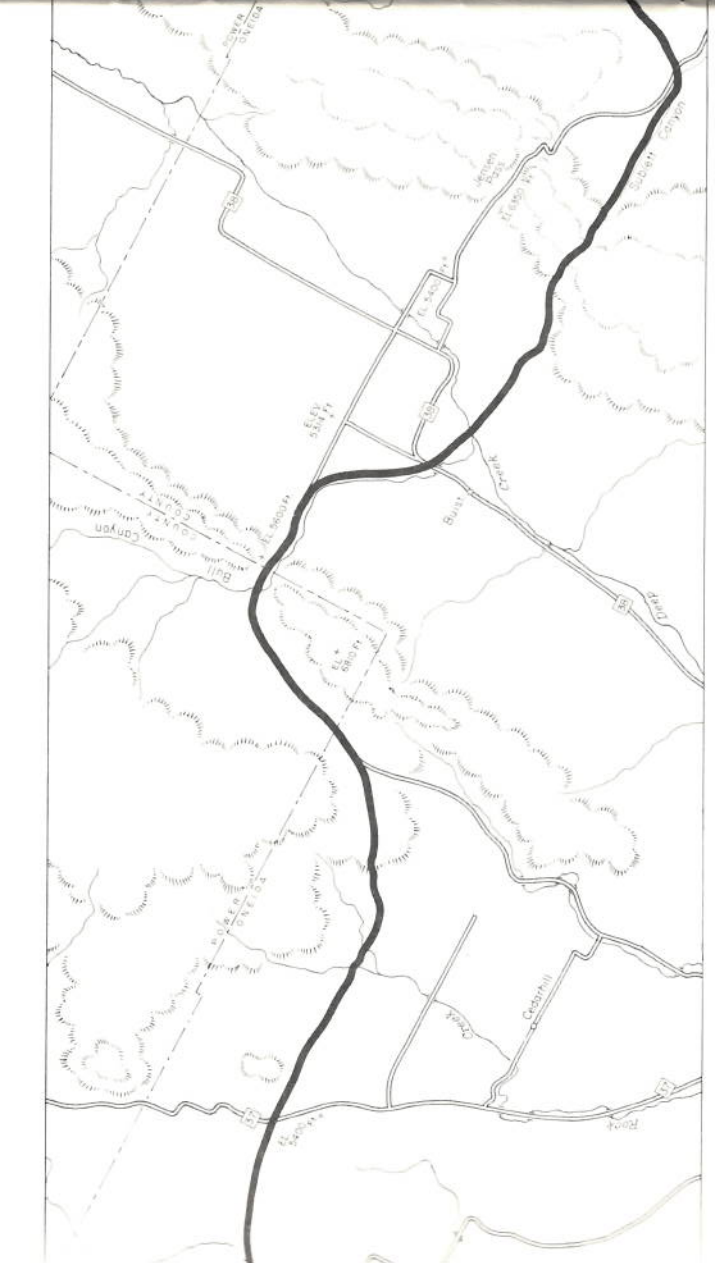
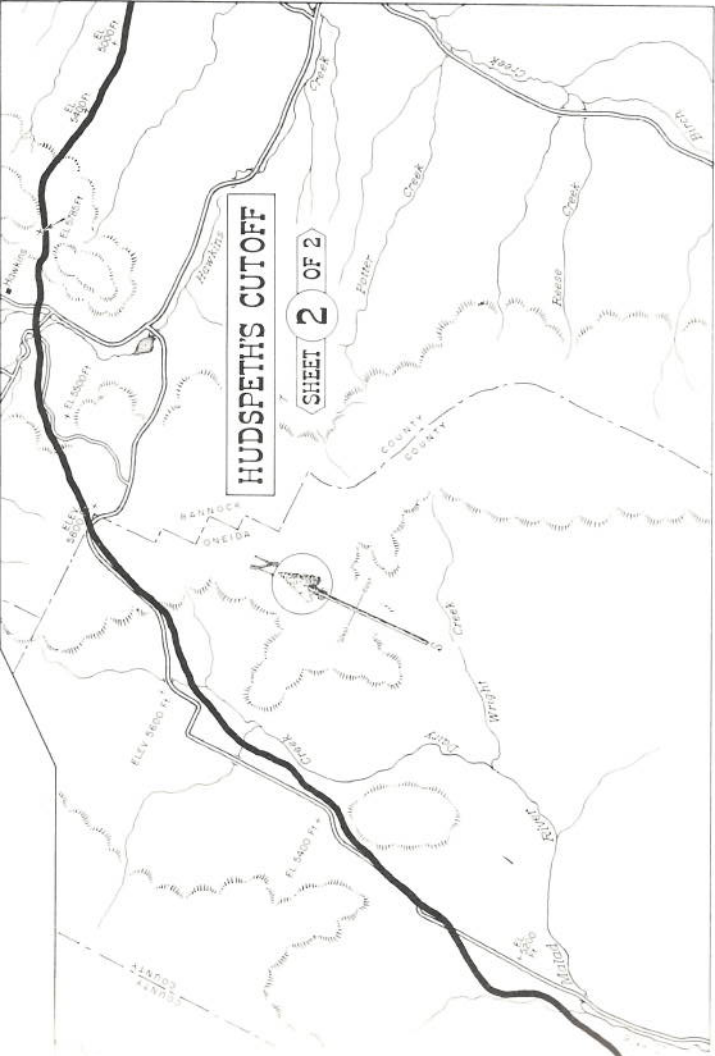
Sheet 3 shows total length of route shown 28 1/2 miles



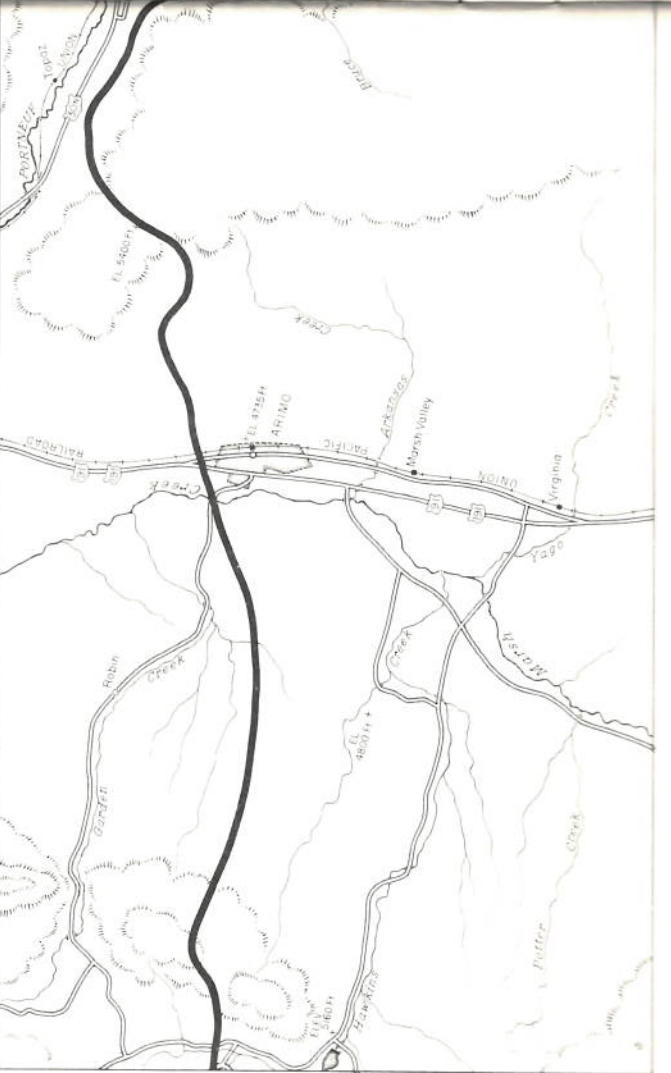
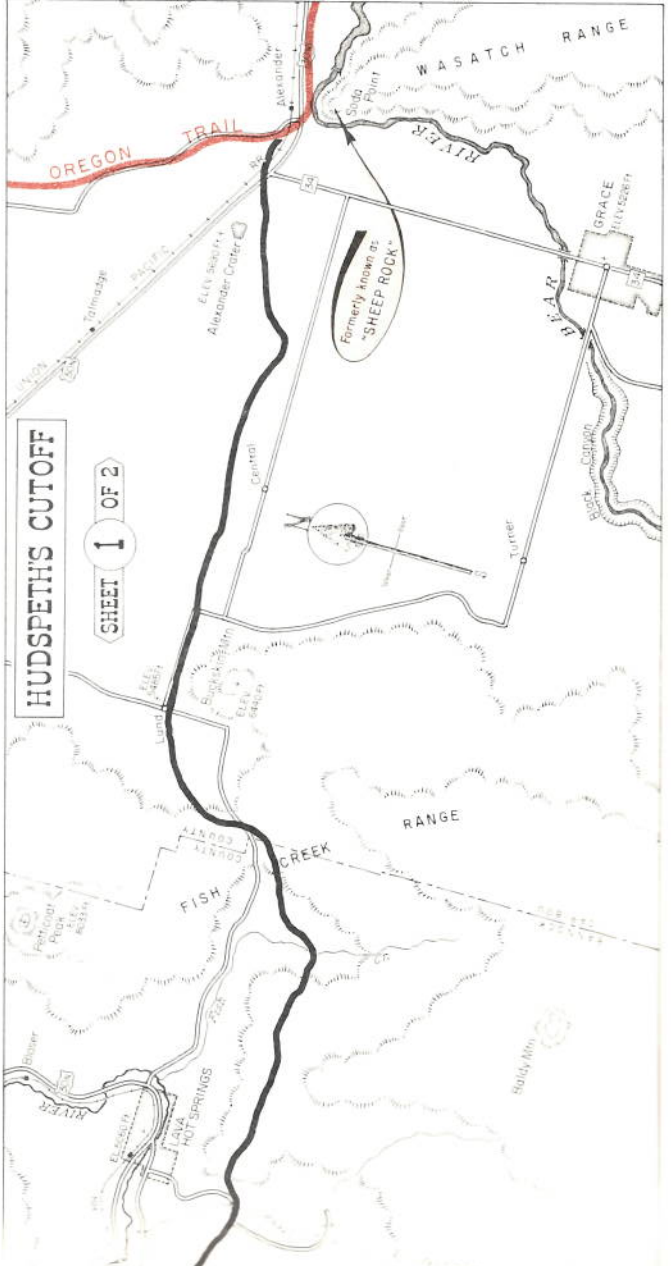
WESTWARD SCALE OF MILES



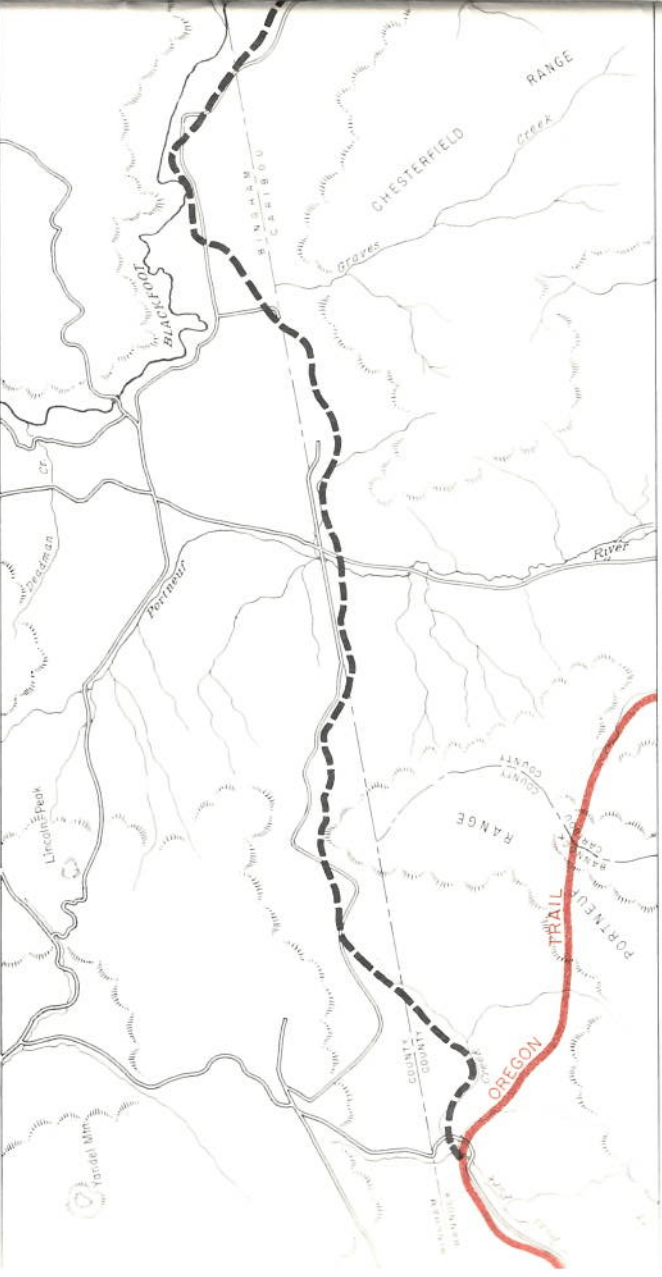
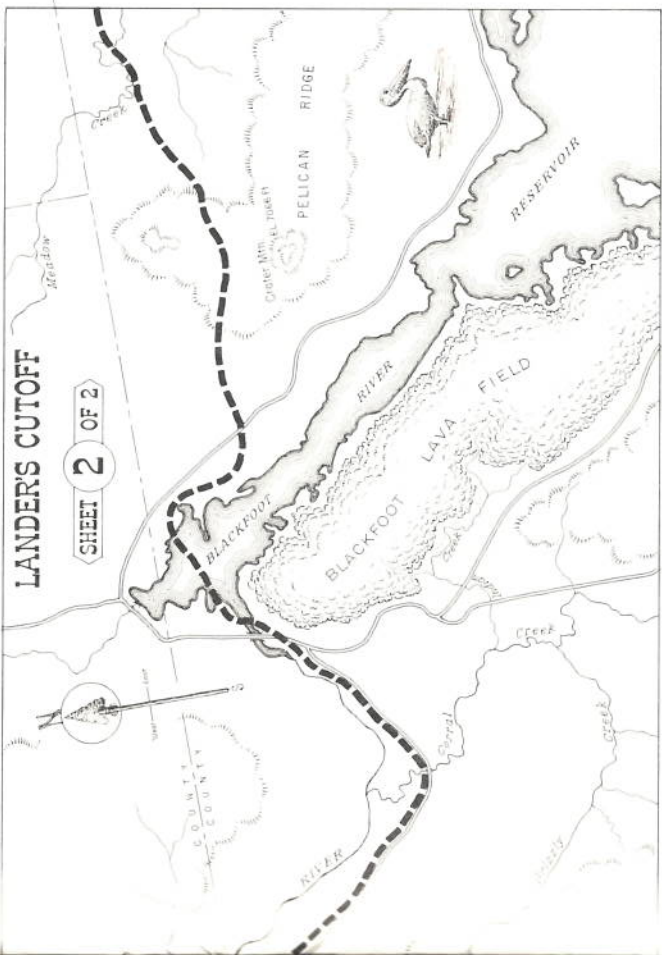
Sheet 2
 shows 43 miles
 of
 Hudspeth's
 Cutoff



WESTWARD SCALE OF MILES

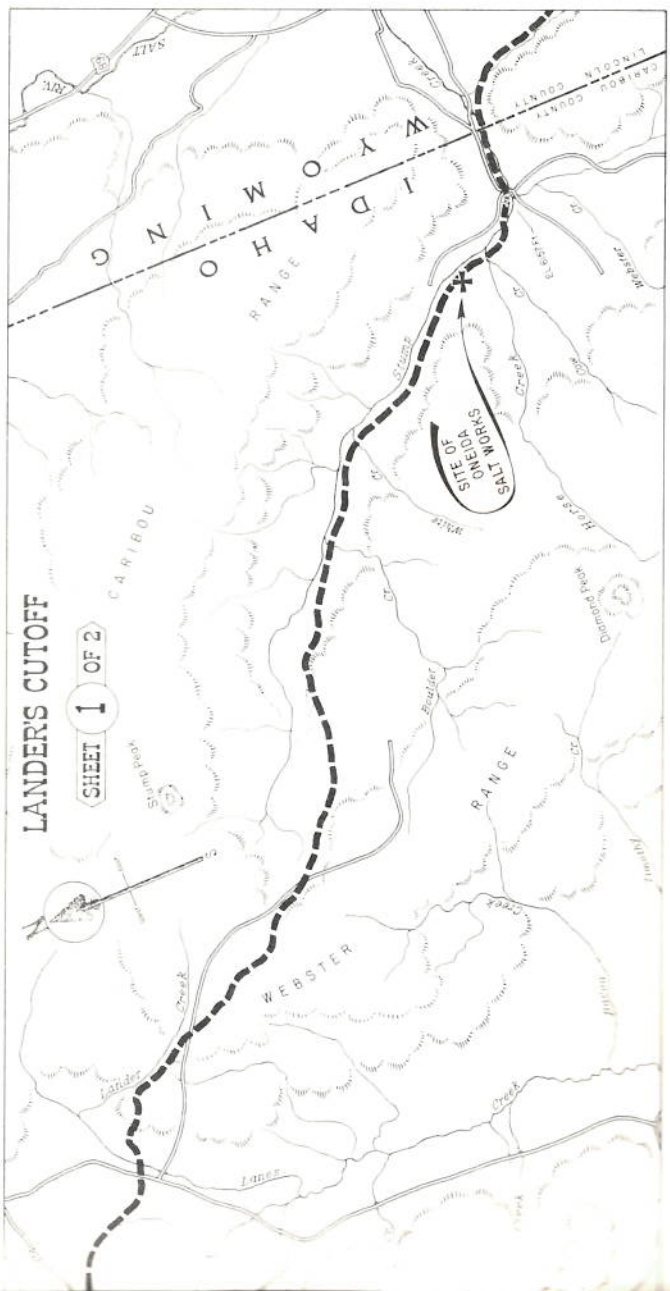
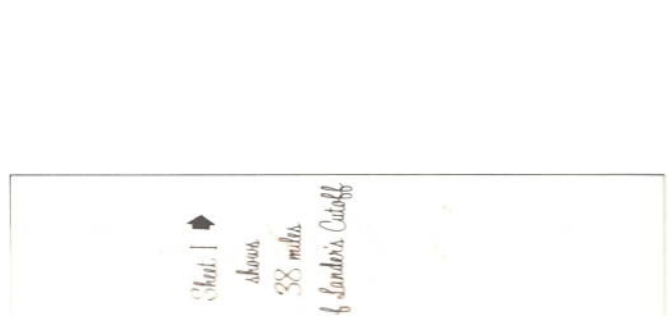
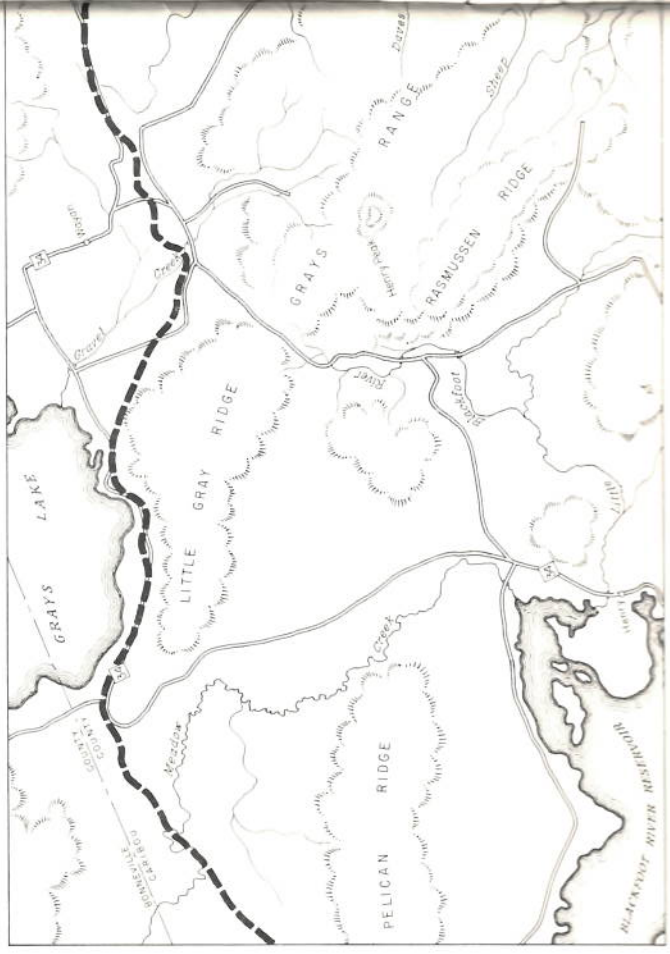


Sheet 1
 shows 36 1/2 miles
 of
 Hudspeth's Cutoff



Sheet 2 shows
37½ miles
of Lander's Cutoff

Total actual
length of
this route in Idaho:
70 miles



Sheet 1
shows
38 miles
of Lander's Cutoff

LANDMARKS ON THE OREGON AND CALIFORNIA TRAILS IN IDAHO

- American Falls. These falls of the Snake River were well known to, and noted in many diaries of, Oregon Trail travelers. (Page 12)
- City of Rocks. Fantastic formations of soft granite at which California and Oregon bound travelers marveled. (Page 22) This place was often used as a camp site.
- Fort Boise.* A Hudson's Bay Company post established at the mouth of Boise River (East bank of the Snake River) in 1834. The Oregon Trail crossed the Snake River here. (Page 4)
- Fort Hall.* Founded in 1834 by Nathaniel Wyeth of Boston, later bought by the Hudson's Bay Company and became an oasis for travelers until it was abandoned in 1856. (Page 12)
- Massacre Rocks.* The rocky hill on the south side of the trail served as an observation post for the Indians who raided a nearby horse and mule train drovers' overnight camp, in 1862, and killed several members of the party. (Page 12)
- Salmon Falls.* Sometimes called "Fishing Falls", this was a famous fishing place where pioneers often traded for fresh food. (Page 9)
- Sheep Rock. A prominent rock formation, first named for mountain sheep which were seen by pioneers, is now known as "Soda Point". Hudspeth's Cutoff branched from the Oregon Trail here. (Page 15)
- Smith's Post.* A short lived trading post (1848-1849) established by a famous one-legged mountain man known as Peg Leg Smith, was a supply post for travelers along the Oregon Trail. (Page 15)
- Soda Springs.* Two springs, "Steamboat Spring" and "Beer Spring" were alongside the Oregon Trail just south of the present city of Soda Springs. These bubbling springs were, years later, inundated by Soda Point Reservoir. (Page 15)
- Thousand Springs.* The early pioneers as well as modern day travelers are awed by the sight of the series of waterfalls emitting from the east wall of the Snake River Canyon in the Hagerman Valley. (Page 9)
- Three Island Crossing.* The main place to ford the Snake River during low-water seasons when crossing was possible. Those who could not cross continued on the south side of the river to a point in Oregon just west of Fort Boise, where this "South Alternate" re-joined the Oregon Trail. (Page 8)

* Asterisk denotes site is marked by a Highway Department historical sign or monument

*The historical information and pioneer route locations
were provided by the Idaho Historical Society, Boise, Idaho.*

*Brief historical statements regarding the
Oregon Trail and the California Trail in Idaho
may be obtained free of charge from the Society.*



*First printing - April, 1963
Idaho's Territorial Centennial Year*