




APRIL — MARTIN'S COVE



Come unto me, all ye that labour and are heavy laden, and I will give you rest.
~Matthew 11:28

APRIL CHECKLIST

- Register for trek by April 30 
 - Choose my Trek shoes (see *Trek clothing guide for recommendations*)
 -  Walk in my Trek shoes to break them in
 - Find a family name to take to the Temple 
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LEARN ABOUT MARTIN'S COVE

- Watch this "[Pioneer Journeys](#)" video about Trek
- Read 2 [pioneer stories](#) about Martin's Cove
- Read this brief history:

“After enduring two weeks of winter weather, the Martin company arrived at Devil’s Gate on November 2, 1856, still 327 miles from Salt Lake City. (That same day, the Willie company reached Fort Bridger, 113 miles from the city, and finally met enough rescuers that they could ride in wagons the rest of the way.) Buffeted by swirling snow and pierced by subfreezing temperatures, the Martin company camped at Devil’s Gate for two nights. Then on November 4 they took shelter nearby in what is now known as Martin’s Cove.

For five days and nights the cove was the best refuge they could find from the storm. They huddled in tents and clustered around fires to try to keep warm. Although the cove offered some protection, a raging wind flattened many tents the first night. With the temperature dropping to 11 degrees below zero, the cold penetrated to the core. With little to eat, people were drained of the stamina and will needed to succor life. Deaths added up as the cold and lack of food took their toll. “It looked like we would all die,” Heber McBride said of that time. “It was a fearful time and place,” remembered Elizabeth Jackson. “It was so cold . . . , and nothing but the power of a merciful God kept [us all] from perishing.”

Due to deep snow, as well as weakness caused by starvation rations, most members of the Martin company could no longer pull their handcarts. To continue moving toward the Salt Lake Valley, most of them would need to ride in wagons. But George Grant’s rescue team didn’t have enough wagons to carry more than a fraction of the people, and no other rescuers had come as far as Devil’s Gate.

The only other way to transport the handcart Saints was to use the wagons of the Hodgetts and Hunt companies. George Grant called on members of these companies to unload most of their belongings to make room for as many of the handcart Saints as possible. Concerning the sacrifice this required, rescuer Daniel W. Jones wrote:

These goods were the luggage of a season’s emigration that these two wagon trains had contracted to freight, and it was being taken through as well as the luggage of the people present. Leaving these goods meant to abandon all that many poor families had upon earth. So it was different from common merchandise.

While the Martin company was in the cove, the goods in the wagons were moved into the buildings at Fort Seminoe, an abandoned trading post near Devil's Gate (a replica of Fort Seminoe has been built on the old site).

On November 8 the weather improved and the last of the goods were unloaded from the wagons. The next day, the Martin company left the cove, and most of them were given places to ride in wagons. (On that same day, the Willie company arrived in Salt Lake City.) The Martin Company's grueling time in the cove was behind them, but their journey would continue another 22 wintry days before they reached the Salt Lake Valley. Gradually, enough rescue wagons would reach them to allow everyone to ride."

QUESTIONS TO PONDER

- What would be hardest for me as a pioneer?
- What would help me keep going?
- What am I looking forward to on Trek?
- How might my ancestor feel as I take their name to the temple?
- What is one way I will walk with the Savior this week?