

Desert Tracks

Publication of the Southern Trails Chapter
of the Oregon-California Trails Association

January 2015



The Old Santa Fe Trail Building in Santa Fe, New Mexico.

Desert Tracks:
*Publication of the Southern Trails Chapter of
the Oregon-California Trails Association*

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On the Cover:

**NPS photo of the Old Santa Fe Trail
Building.**

courtesy Jill Cowley

From the Editors

In this issue of *Desert Tracks*, we include our interview with Aaron Mahr, which was conducted in Aaron's office in the Old Santa Fe Trail Building (OSFTB) in Santa Fe, New Mexico. Since 2007, Aaron has served as the Superintendent of the National Trails System (NTS) for the Intermountain Region. The interview focuses first on Aaron's career and his role as NTS superintendant. It then goes on to discuss the OSFTB, which features historic architecture and art, and which represents important history of the Civilian Conservation Corps and of the evolution of the NPS in the Southwest. We feel certain this interview will be of interest to our readers, many of whom know Aaron personally.

Congress first began to consider the Butterfield Overland Trail as a National Historic Trail in 2006. As of this fall, the special resource study is almost completed, at which point the proposal will go out for public review. Frank Norris is the lead historian at the National Park Service office in Santa Fe for the special resource study. His article "Butterfield Overland Trail" is included in these pages.

At its peak in the 1880s and 90s, Cerrillos, New Mexico, was full of miners who extracted gold, silver, lead, zinc, and turquoise from area mines. The miners supported the town's 21 saloons and 4 hotels. Some of the buildings from Cerrillos' boom still remain. In this issue, local historian Bill Baxter gives us an informative and entertaining guided tour of the town. Bill's publications include *The Gold of the Ortiz Mountains*, a history of the Cerrillos Hills and the Ortiz Mountains. A steward for the Archaeological Conservancy of the San Marco Pueblo, Bill was instrumental in helping to secure protection for Chalchihitl, a significant prehistoric turquoise mine used by Native Americans and Spanish silver miners. Bill is currently working on a history of Madrid, New Mexico

We are delighted to welcome Tom Howell to these pages. A resident of Elizabeth, Colorado, Tom plays fiddle and banjo with several groups in the area. Here he reviews *Jack Thorp's Songs of the Cowboys*, a book that is edited and introduced by musician Mark L. Gardner, with illustrations by cowboy artist Ronald Kil. The book includes a CD recording where the songs are performed by Gardner and his musical partner, Rex Rideout. (An historian of the American West, Mark has had several of his books reviewed in previous issues of *Desert Tracks*, most recently *To Hell on a Fast Horse: the Untold Story of*

Billy the Kid and Pat Garrett.)

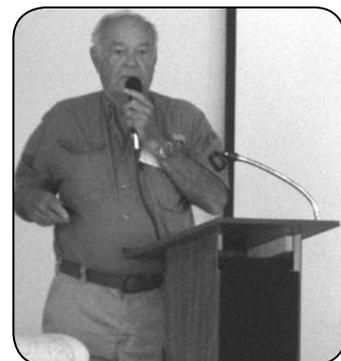
Other reviews in this issue include Walter Drew Hill's examination of Craig Child's *Finders Keepers: A Tale of Archaeological Plunder*. This book challenges all of us to think about how to handle artifacts that we find on the trail. We review *In the Shadow of Billy the Kid: Susan McSween and the Lincoln County War*, a book that will certainly be of interest to students of New Mexico history and Lincoln County War enthusiasts in particular.

In October, we attended the West Texas Trails inaugural meeting in Quitaque, Texas. Presentations were given on such topics as the trail of the Texas-Santa Fe expedition, Kit Carson's route to Adobe Walls, the trails of the *comancheros* and *pastores*, and local sites associated with Ranald Mackenzie's battles with the Comanches. Claude Hudspeth, the Southern Trails Chapter's vice president for Texas, gave a presentation on the techniques used by the Trail Turtles to find historic trails. To stay informed about next year's conference, check out the West Texas Historical Association website at <http://swco.ttu.edu/WestTexas>.

The Trail Turtles continued mapping this fall in southwestern New Mexico and southeastern Arizona. The trip included an effort led by Tracy DeVault to find the route over the Chiricahua Mountains taken by the first group to use the Apache Pass cutoff in 1849. Greg McEachron reports on a demonstration of a drone aircraft which he contends could be very useful for mapping trails.

The Southern Trails Chapter's 2015 symposium, to be held in Silver City, New Mexico, on April 8-11, promises to be an interesting event. See you there!

Deborah and Jon Lawrence



Claude Hudspeth speaking at the West Texas Trails Conference.
photo by Jon Lawrence

Finders Keepers: A Tale of Archaeological Plunder and Obsession.

by Craig Childs.

New York: Back Bay Books, 2010.

ISBN: 978-0316066464.

304 pages. Paperback, \$24.99.

You are trekking through sandstones somewhere in the Southwest. You glimpse something out of the corner of your eye. Squatting down to take a closer look, you realize with excitement that it's a potsherd . . . or a broken arrowhead . . . or the rim of an ancient bowl, half submerged in dirt. You pause, deciding what to do next. For a good 15 minutes, you ponder the legalities and moral ambiguities of your various choices.

Growing up in the Southwest, Craig Childs hunted for potsherds and arrowheads from an early age. His book, *Finders Keepers: A Tale of Archaeological Plunder and Obsession*, is a thought-provoking examination of why we take ancient artifacts. Its pages are filled with FBI raids, suicides, undercover operations, and stories concerning the multimillion-dollar trade in antiquities. Childs' cast of characters includes relic hunters, treasure seekers, university archaeologists, well-known antiquities dealers, and museum curators – people just like us.

Forrest Fenn, a private Santa Fe collector, owns the ruins of “a multi-thousand-room pueblo occupied from pre-Columbian times up to the installation of a Spanish mission.” His house is a private museum, filled with items he has excavated on his own private property. He has even published a book that documents his finds and, with the help of archaeologists, connects the objects to their stories. For Childs, this isn't a simple case of the private collector being wrong and the archaeologist or museum curator being in the right.

Even when we visit a museum to see its antiquities collection, we may be supporting the illegal trade in artifacts. Take for example the Euphronios krater, an ancient Greek bowl used for mixing wine and water. It was purchased by the Metropolitan Museum of Art for one million dollars. According to Thomas Hoving, a curator at the Met, it is “the single most perfect and powerful work of art of its size that he [has] ever encountered.” For almost

40 years the museum had it on display. But later research proved that the krater had been looted from an Etruscan tomb in Italy. The Met is only one museum among many that houses collections that contain looted artifacts.

Childs argues that it is difficult to find the balance between expanding archaeological knowledge and preserving historical sites. However, he admits that he loves museums. Museum artifacts offer a shared wealth of knowledge. And if artifacts can't remain *in situ*, he wants them to be in museums. That said, Childs argues that grave diggers like those who took the Euphronios krater are destroying information by taking objects out of their context. “When I find something that's on the ground, even if it's a tiny thing, even if it's a broken arrowhead, it is so much more powerful there than it is on a shelf or a display case.” Although Federal law honors the ownership rights of Native American tribes to the remains of their dead ancestors and the funerary objects buried with them, Childs questions the right of the descendants to dig up and sell their own ancestors' relics. He uses as one of his examples a Navajo pothunter who digs for Puebloan artifacts on the reservation and sells them on the black market. When objects are removed from the ground without documentation of the surroundings they were taken from, the record of the people that lived there is permanently lost. But even when properly documented, objects that have been removed take away from the larger fabric. And according to Childs, “the larger picture is unrecoverable.” Archaeologists, like pot hunters, destroy the “in-the-ground record” by removing objects. Thankfully, archeologists are increasingly turning to sophisticated technology and methods – surface surveys, electronic imaging, and ultrasound sensors – that can map artifacts in place.

Child admits that if artifacts are left in the ground, their demise is a given. And, if we can't see them, how can they contribute to our understanding of the past? We live among contradictions. Childs doesn't provide us with a clear right-or-wrong answer as to what to do with the artifact. Take it or leave it? *Finders Keepers: A Tale of Archaeological Plunder and Obsession* provides you with the range of opinions of pot hunters, curators, archaeologists, antiquities dealers. You make the informed choice for yourself.

Walter Drew Hill

Songs of the Cowboys.

by Jack Thorpe, edited by Mark L. Gardner.
Santa Fe: Museum of New Mexico Press, 2005.
ISBN: 0-89013-478-2.
80 pages; CD. Paperback, \$29.95.

The first book devoted exclusively to the songs of the cowboys was written by N. Howard “Jack” Thorpe and published in the small New Mexico town of Estancia in 1908. Born into a wealthy East Coast family in 1867, Thorpe came west in the 1880s, and during the next 40 years, he worked variously as a cowhand, rancher, miner, surveyor, railroad engineer, and cattle inspector. He began collecting cowboy songs in 1889, searching out the working cowboys who sang them at ranches, camps, and saloons. The book he published in 1908 included 23 songs, 6 of which were written by Thorpe himself. Unfortunately, he gave no credit to himself for his own compositions in the book. In 1910, John Alan Lomax published a book of cowboy songs that included 19 ballads from Thorpe’s publication. One of these was Thorpe’s composition “Little Joe the Wrangler,” which was recorded by a number of musicians in the 1920s and 30s. Lomax, who went on to become the authority on cowboy music, gave no credit to Thorpe for these songs, including “Little Joe,” and Thorpe received no compensation from the recordings. In 1921, Houghton Mifflin published an expanded edition of Thorpe’s *Songs of the Cowboys*, with 101 songs and poems; in this edition, Thorpe gave credit to the men who had written the songs and to those from whom he had collected them.

A copy of the original edition of *Songs of the Cowboys* and the printing press from Estancia on which the book was originally printed are currently on display at the print shop of the Palace of the Governors in Santa Fe.

In 2005, the Museum of New Mexico published a new paperback edition of *Songs of the Cowboys* to accompany a museum exhibit on Thorpe. The book is edited by the historian Mark Gardner, whose introduction gives details of Thorpe’s life and has much to say about the genre of cowboy music. The new edition includes 16 songs taken from the 1908 and 1921 editions plus one of Thorpe’s songs (“Ti Ri Youdy”), which had never been in print previously. The book also includes a CD where Gardner (who is a fine

singer and banjo player) performs the songs together with his musical partner Rex Rideout, using vintage instruments from the cowboy era. The book is graced with illustrations by Ronald Kil, a cowboy artist living in the Santa Fe area.

The charm of these songs is that they were collected (and sometimes written) by a man who knew intimately the activities, concerns, and humor of the working cowboys. They are as close to being authentic as is possible. Consequently, the book makes a major contribution to our understanding of cowboy culture.

In 2012, the Press of the Palace of the Governors printed a limited edition hardback version of *Songs of the Cowboys*. The new edition includes the material in the paperback version, plus a few additional illustrations and photographs. The printing, design, and binding are of such high quality that the printer (Tom Leech) and the designer (Arlyn Nathan) won the 14th Carl Hertzog Award for Excellence in Book Design for the book. Of the original 100 copies, only 30 copies remain, so if you are interested in owning this fine volume, you must act soon. [The limited edition hardback can be obtained for \$350 from the Press of the Palace of the Governors, PO Box 2087, Santa Fe, NM 87504.]

Tom Howell



The press from Estancia, New Mexico, on which *Songs of the Cowboys* was originally printed. The press is now located in the print shop of the Palace of the Governors in Santa Fe.

photo by Jon Lawrence

In the Shadow of Billy the Kid: Susan McSween and the Lincoln County War.

by Kathleen P. Chamberlain.

Albuquerque: University of New Mexico Press, 2013.

ISBN-13: 978-0826352798.

297 pages. Paperback, \$27.95.

The Lincoln County War has long fascinated Western scholars and students alike. However, according to Kathleen Chamberlain, the history of the Lincoln County War has been focused for too long on the men who played roles in the event. Even the historians who interviewed Susan McSween, Chamberlain argues, looked for the men in her story and discounted her as “brash, vain, and sexually promiscuous.” *In the Shadow of Billy the Kid* is an attempt to take the focus off of the men, especially Billy the Kid, and place McSween into the context of New Mexico Territory in the late 19th century.

The first section of the book discusses Susan’s youth. Susanna Ellen Hummer was born near Gettysburg, Pennsylvania, in 1845. Her father was a member of the Church of the Brethren, a denomination that began as a movement melding Radical Pietist and Anabaptist ideas, and Susan was taught to read the Bible from an early age. After the Civil War, Susan moved to Ohio, probably to live with her sisters. From 1863 to 1873, her life is shrouded in mystery, but at some point she opted to leave the German Baptist Church and their plain dress and began to gentrify herself. She married Alexander McSween in 1870. The couple moved to Kansas in 1873, but the poor economy prompted another move, in 1874, to New Mexico Territory. Alex McSween intended to set up a law practice in Lincoln, a town consisting of little more than one dirt street, but before long he found himself working for the mercantile company of Lawrence Murphy and his young partner, James Dolan. McSween, a man who never carried a gun, worked as the firm’s debt collector.

The second section of the book offers an in-depth history of the Lincoln County War. Despite Chamberlain’s intentions to take the focus off the men, Susan McSween remains under the shadow of Billy the Kid, Nathan Dudley, Lawrence Murphy, John Chisum, and John Tunstall. Soon after the McSweens moved to Lincoln,

Alex became friends with John Tunstall – who had arrived from London in 1876 – and with John Simpson Chisum, a large rancher on the Pecos River. By 1877, the three men had formed a rival business to the Murphy-Dolan firm, known as “The House.” Each side sought political and economic control of Lincoln County. Problems between the two competing factions ignited in 1878 when Jessie Evans and his outlaw gang killed John Tunstall. This brutal murder marked the official start of the Lincoln County War. Each rival group quickly armed up. The Murphy and Dolan faction recruited the Seven Rivers Warriors, the John Kinney Gang, and the Jessie Evans Gang. Tunstall sympathizers, the Lincoln County Regulators, included men like Billy the Kid, Jim French, Frank McNab, Fred Waite, and John Middleton. In revenge for Tunstall’s murder, the Regulators killed Sheriff Brady. More deaths occurred until finally in July, the violence culminated in a five-day shoot-out at the McSween house. On the final day of the siege, a close gun-fire erupted. At the end of the battle, Alex McSween was dead and his house burned to a rubble mound. Although the Lincoln County War had effectively ended, the violence continued until Billy the Kid’s death.

After the “war,” Widow McSween had no home and little clothing or food. She also was the subject of vicious rumors, accusing her of immorality. She acted quickly to protect her interests. She hired Huston Chapman, an attorney from Las Vegas, New Mexico, to pursue charges against those she held responsible for her husband’s death. Murphy had died before the end of 1878, so Dolan was charged with Tunstall’s murder. Since he couldn’t be linked directly to Alex McSween’s murder, he was acquitted. After murdering Huston Chapman, Jessie Evans fled the territory.

In the final section of the book, Susan McSween emerges from the shadows of the male luminaries involved with the Lincoln County War – who, for the most part, had either left the area or had been killed. She married attorney George Barber in 1880. Barber had been a member of the coroner’s jury that identified Tunstall’s murderers. In 1883, the Barbers established the Three Rivers Land and Cattle Company with cattle given to Susan by John

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Interview with Aaron Mahr.
Old Santa Fe Trail Building, Santa Fe, NM.
August 25, 2014.
Transcribed and Edited by Deborah and Jon
Lawrence.

DJL (Deborah and Jon Lawrence): How did you get involved with the National Park Service?

AM (Aaron Mahr): I came to New Mexico in the 1970s. I went to the University of New Mexico where I received a Master's Degree in Latin American Studies. I started the doctorate program in history with a special interest in the history of northern Mexico during the national period. I was particularly interested in the reorganization of Mexico's border defenses primarily against Apache and Comanche raiders after 1848. The idea was that after the war between the United States and Mexico, there was a fundamental reorganization of the Mexican military and the defenses of the northern frontier. While working on my thesis, I became associated with Joe Sánchez.¹ He led the Spanish Colonial Research Center, which is a partnership between the NPS and the University of New Mexico. In the early 1990s, Joe alerted me to the development of a new National Park Service site in Brownsville, Texas – the Palo Alto Battlefield National Historic Site, which was established to commemorate the first battle of the war between Mexico and the United States in 1846.² At that time, the park was just starting out. They had identified a superintendent, but it had received only limited funding, they didn't own the land that protected the battlefield, and they didn't have any programs developed. In the Park Service it was what is called a "paper park." I was hired as the park's first historian and resource manager. What attracted me was that it was more or less in the area and time period of my academic interests. It commemorated a Mexican and American action in 1846, and it focused on the Mexican frontier. So I delayed work on my thesis – I had reached ABD status³ – and my wife and I moved down to Brownsville, Texas, in the summer of 1993. That was my beginning in the National Park Service.

DJL: When did you get involved with National Trails? Did you come to the National Trails directly from Palo Alto Battlefield?

AM: In addition to my work at Palo Alto, I was selected as the Intermountain Region coordinator for the Underground Railroad program, which was a program developed at the national level to commemorate the movement of the slaves in the American South to freedom in Canada and other parts of the United States. My main contribution to the program was to advocate for an understanding that many enslaved people took a route to freedom from the southern states – especially Alabama, Mississippi, Tennessee, and Texas – to Mexico. Mexico actually served as a land of freedom for enslaved people before the Civil War.⁴

DJL: We know about the Underground Railroad to the northern United States and Canada, but we have never heard about slaves going south to freedom. Who has written about this?

AM: There has been very little written. There is very little documentation. But perhaps as many as 5,000 people actually fled south.

One of the most fascinating stories of that time period was the movement of the Seminoles. There were Black Seminoles⁵ who were moved from Florida to Oklahoma.⁶ They found that the slave laws in Oklahoma were just as harsh as they were in the Old South. They entered into negotiations with the Mexican government for land in northern Mexico in exchange for providing defensive capabilities along the Coahuila frontier with the United States against the Apaches and the Comanches.⁷

During this time period, Coahuila, Tamaulipas and Nuevo Leon developed population centers where people were given free land in exchange for agreeing to provide defense along the northern frontier. These were actually military colonies where people were armed and served in the militia to provide a defensive bulwark for settlements farther south. The Mexicans were fairly enlightened in seeing the opportunities that the Black Seminoles offered. There are still remnants of the Mexican communities where the Black Seminoles settled. One of the most well-known of these places is Múzquiz, which is about 50 miles south of the Rio Grande in Coahuila. There are still descendants of these original Black Seminoles living there.

In my capacity as the regional Underground Railroad coordinator, I worked with the Seminole communities in Oklahoma and got to know more about the story of these settlers who went down to Mexico in the 1850s. I became intrigued with the story and started to advocate for understanding this as a component of the Underground Railroad history. I saw this as part of an expanded understanding of people seeking freedom. I found out that some of the people who migrated to Múzquiz in the 1850s came back to the United States after the Civil War and the abolition of slavery.⁸ They settled along the Rio Grande, on the U.

S. side at a place called Fort Clark.⁹ The town is now called Brackettville. Of the people who had the heritage of that movement from Florida to Oklahoma to Mexico and back to Texas, some joined the U. S. Army as scouts – Seminole Scouts – to track down Apaches. Three of them served with distinction in the Indian Wars and won the Congressional Medal of Honor.¹⁰ They are buried there in Brackettville. A fascinating story.

At one time I took the Underground Railroad regional coordinators down to Múzquiz to show them the community, which is still there. It is a very primitive community of several hundred people. When we were down there, meeting with the Múzquiz Seminoles, a big pickup truck came along with several people in the back. It turned out that they were Kickapoos. Although they don't mix with the Seminoles, they live right down the road. They invited us to come down to their village, a tiny little place in the open prairie.

DJL: Didn't the Kickapoo people go through a similar situation as the Seminoles?

AM: Yes, but not necessarily for the same reasons. The Kickapoo also have family members in Kansas, Oklahoma, Mexico, and in Eagle Pass, Texas.¹¹ I think they have a casino down there. They have privileges to migrate in and out of Mexico.¹² When they go down there, they rebuild their houses and their traditional structures. It is a fascinating culture.

DJL: This experience must have led to your interest in the Trail of Tears, which was also a migration for freedom.

AM: I am interested in bringing the untold stories of underrepresented communities into the National Park Service conservation ethic, but my involvement in the Trail of Tears was not a direct outgrowth of my experience with the Seminoles and Kickapoo. Basically, a job opened up here in Santa Fe at the National Trails office for a historian, but it



Aaron Mahr in the foyer of the Old Santa Fe Trail Building, next to a display of pottery acquired during the establishment of the building.
photo by Jon Lawrence

was not specifically related to the Trail of Tears. Back then this office only administered the Santa Fe Trail and the Trail of Tears, and the latter was a relatively new trail that had just received its first dose of funding for staffing. I applied for the job and got it. That was about the year 2000.

DJL: We followed the Trail of Tears about ten years ago. We started back in New Echota, Georgia, and followed it to Oklahoma. At that time it was hard to find literature on the trail – a good Marc Simmons' type of guidebook,¹³ for example.

AM: That has changed. When I first got involved in the Trail of Tears, the understanding of the trail was in its infancy. They were just starting to dig into the documentation. We only had maybe ten sites along the entire route that were identified as part of the trail.

DJL: We did have the Comprehensive Management Plan (CMP) along with us.

AM: The CMP was part of the problem. The Comprehensive Management Plans for trails attempt to identify what are called high potential sites and segments. They are collections or inventories of the best sites to really explain what the given trail is all about. They are not necessarily National Register Sites. Many of the sites we listed in the CMP weren't even valid sites. That is how bad the documentation used to be. We have done a significant amount of work since then. The trails community, the Cherokee Nation, the local communities along the trail, and the NPS have worked together. Our understanding of the trail has changed completely.

DJL: What are the good guide materials now?

AM: There still is not a Marc Simmons' type of guidebook for the trail, but we have done a lot on our web page.¹⁴ You can find considerable information there. We have started a new program in our office to provide information on our web page for people who really want to get in the footsteps of the original trail travelers.

DJL: Is this true for all of the trails?

AM: We get a lot of inquiries concerning trail-related sites and Trail of Tears trip plans, so we are initiating the process there. Many of the trails have different kinds of guidebooks, but the Trail of Tears does not. We are trying to provide more information so that travelers can have a meaningful experience out along the trail, whether they are visiting natural landmarks associated with the trail, campsites, cemeteries, or actual trail remnants. There are miles and miles of trail remnants on the Trail of Tears. You can find some of this information on the website.

DJL: What is your current position and what are your responsibilities?

AM: I am Superintendent of the National Trails Intermountain Region. This is one of the only offices in the National Park Service that actually administers multiple national historic trails. Most national historic trails have a single trail administrator, and they are usually very limited in terms of staffing. In our office, we have the administrative authority over nine national historic trails as well as the Route 66 Corridor Preservation Program.¹⁵ We administer the Santa Fe Trail, the Camino Real de Tierra Adentro, El Camino Real de los Tejas, the Old Spanish Trail, the Trail of Tears, the Oregon Trail, the California Trail, the Pony Express Trail, and the Mormon Trail. There are over 25,000 miles of trail associated with those nine routes, and there are hundreds of communities along them.

We are trail administrators. We are not trail managers; we don't manage any land. Our activities are based strictly on voluntary partnership with land owners, other federal agencies, other local agencies, and volunteer groups. A big part of what we do is work with volunteer groups – the Old Spanish Trail Association, the Oregon-California Trails Association, the Santa Fe Trail Association. Almost all of our national historic trails have a corresponding nation-wide volunteer group, and we often enter into cooperative agreements with them to work together to achieve shared goals.

DJL: Are the people who work here under you designated to a specific historic trail?

AM: No. Following the strategic plan for our office, we divide into teams of expertise. We have a design and development team, a planning team, a cultural resource team, and an interpretation team. We share these services across different trails. In that way, all the trails get the benefit of a diversity of different types of expertise. A trail that might be only modestly funded – for example, the Camino Real de los Tejas, which is one of our lowest funded trails as determined by Congress' allocation – gets the advantage of having design and development attention, interpretation attention, and preservation attention. As an example, we have been able to do signing along the Tejas trail. We work closely with the Texas State Historical Association and the Texas Historical Commission on National Register nominations.

We have done interpretation at different sites. All of this is possible because we share these services.

DJL: So those are some of the things that come out of this office – highway signs, interpretive kiosks . . . ?

AM: A lot of it is done in partnership. We have developed standards for signing. We work in partnership with the Texas Department of Transportation and with local and county highway authorities to do signing as the opportunities arise. The Camino Real de los Tejas National Historic Trail is over 2,000 miles long. Signing that trail in its entirety would cost around six to eight million dollars. There are no funds in our budget for that. But we do provide a small amount of funding to seed projects along the trail in partnership with local trail advocates, so that hopefully there will be a rise in local support and enthusiasm for the trail.

DJL: Do you get involved in the Comprehensive Management Plans?

AM: Definitely. We are currently involved in a Management Plan for the Old Spanish National Historic Trail. We are doing that in partnership with our co-administrative partner, the Bureau of Land Management (BLM). There are unique challenges to the Old Spanish National Historic Trail because there is a huge amount of Federal land involved. There are over 50 tribes along the trail with significant land holdings. Because it is a jointly administered trail, there is a challenge in bringing the two agencies' administrative goals and objectives into harmony. But we have been able to do a lot on the trail even though the management plan is not complete.

DJL: Are you working to add more trails to the NPS network of national trails?

AM: We don't work to get trails nominated, and we don't take an advocacy role. We simply act on the request of Congress. It is actually unlawful for us to engage in advocacy, and we do not have the capacity to do that anyway.

However, because we have so much experience in trail administration and because of our familiarity with the

application process of the National Trail System Act of 1968, we are often assigned the responsibility of fulfilling Congress's mandate to determine new trails as potential additions to the National Trail System. It's a very lengthy process to become a national historic trail. It takes two acts of Congress and a determined effort by local constituents. When there is advocacy or a perceived need for a new national historic trail, Congress will often turn to the National Park Service to determine whether new trails meet the eligibility criteria of the National Trail System Act.

DJL: Is this what Frank Norris¹⁶ has been involved with for the Butterfield Trail?

AM: Right. It is called a feasibility study, although in the case of the Butterfield Oxbow Route,¹⁷ it is called a special resource study. We have been studying the Butterfield overland stagecoach route to ascertain its eligibility as a national historic trail. In addition, we are involved in a feasibility study to determine the eligibility of the Chisholm and Great Western cattle trails that went from Texas up to Kansas and Nebraska.

As a result of a congressional act in 2009, we are also studying a number of routes for addition to established national historic trails – to the Oregon, California, Mormon Pioneer, and Pony Express Trails. Congress identified 64 potential routes for addition to these already established trails. These include such routes as the Cherokee Trail and the Central Overland Trail.

DJL: Will you study branches that go up to the Montana mines?

AM: No. The new routes that are being added to the California and Oregon Trails must meet the original statement of significance or reason for why the California Trail and Oregon Trail were established, which was emigration. The routes to the Montana mines do not meet this criterion.

DJL: What are the additions to the Mormon Trail?

AM: We are studying the handcart routes¹⁸ that were not part of the original Pioneer Trail.

DJL: The sites of the Willie and Martin handcart disaster?¹⁹

AM: That is already on the main trail, but there were feeder routes that the handcarts followed that were not included in the original Pioneer Trail. For example, some came from other areas in Iowa and Missouri to join the main trail farther west.

DJL: What is the current status of the Butterfield Trail?

AM: The feasibility report is not complete. We still have not finished the internal NPS review. We expect that to happen probably by the end of this year. At that point we will finalize the document and prepare it for a public review. I expect that to happen sometime in the spring. After that, we will make any changes to the document that are appropriate and then submit it up the chain so that it eventually goes to the office of the Secretary of the Interior. The secretary submits it to Congress. And then Congress makes a second act. (The first act was the feasibility study.) Congress has the information in front of it, and it determines whether to designate or not.

DJL: What about the Southern Emigrant Trail?

AM: That trail has not received a feasibility study yet. Congress has not told us to study them.

DJL: It was the hope of OCTA's Southern Trails Chapter that the Southern Emigrant Trail would be included in the act of Congress as part of the California Trail.

AM: Right. But Congress decided not to add that route to the feasibility study. So we are not studying the southern emigrant routes. Congress left those out of this designation.

DJL: What can interested parties do to see that the southern trails are given a feasibility study?

AM: You can advocate for additional legislation for that study. Or you may decide to continue promoting the trails but without federal designation. That is a valid pursuit in itself.

DJL: We are very interested in old buildings in the Santa Fe area. Our understanding is that the Old Santa Fe Trail Building (OSFTB)²⁰ which houses the NPS offices was built by the CCC in the 1930s, that it is an outstanding example of Pueblo Revival style architecture, and that it contains regional art, furniture, and fixtures from the WPA era. What can you tell us about the history of the building and the furniture, artwork, and landscaping?

AM: The building's history is well known. The community, I believe, is very aware of the structure here and its contribution to the significance of Santa Fe as a cultural center in the Southwest. It was first built as the administrative center for Region III of the National Park Service.²¹ The region was established primarily because of its cultural attributes. It is rare in the National Park Service to have an entire region established because of its cultural identity, its cultural uniqueness in American history. I think this building here is a great representation of that. When you see the building, you get that sense of place and identity and culture. And it still exists as one of the prime examples of Pueblo Revival style.

There are multiple stories that can be told here. There is the CCC story here, a wonderful part of American history, and the New Deal recovery programs that were designed to help the United States get out of the economic depression.²² Many of those programs are manifest in this building. There is the history of the building's architecture, which is representative of that time period in the Southwest. As you know, the building was made of local materials. It was made by local artisans, many of whom worked in the Civilian Conservation Corps (CCC) or in the Works Progress Administration (WPA). All of this reflects that time period and the design elements of that time period.²³

Along with all that is the history of the National Park Service. This was a regional office for many, many years. A lot of the important decisions that affected public conservation in the National Park Service were made in this building. So it is an opportunity to tell the history of the National Park Service and do it in a way that really does harken to the cultural significance of the area.

DJL: We agree: it is highly significant that the function of the building is still intact. The structure was built for the National Park Service and the Park Service continues to use the building.

AM: Yes. It was built as an office building with an administrative function. As you rightly point out, that function continues up to the present day.

DJL: And the structure has been altered very little. It maintains its historical integrity.

AM: Yes. There have been some updates over time, but nothing to significantly impact the original structure of the building. There have been some modifications to make it functional in the late 20th and 21st century. Those were really needed to maintain its use as an administrative structure. But, as you see from walking the halls and the patio, the original design and placement is still very much part of what you experience here. We work with the New Mexico Historic Preservation Office²⁴ to make sure that we're being as faithful as possible to the original design. We work closely with them to ensure that we are in concurrence about all of our activities here. We are trying to make it as functional as possible for a 21st-century office environment, but still trying to be as true as possible to its original design. You see that as you walk through the building.

Although this is no longer a regional office, it still serves as a National Park Service administration office. Consequently, there is still that continuity of public conservation played out in this building.

DJL: The regional headquarters was moved to Denver?

AM: Right. The region was consolidated, reformed, and reorganized in the mid-1990s. The regional offices were centralized in Denver. This building now serves as a regional support office. Cultural Resources, Contracting, Human Resources, and the National Trails Office are located in the building.

DJL: How many people work in the building?

AM: The capacity right now is around 70. We work with the State Historic Preservation Office to determine

a capacity for the building, and we are all in agreement that 70 people will not have any significant impact on the integrity of the structure. Its form, function, and appearance are all important in deciding how many people can be in the building. As a neighbor, you know that you don't want to see a huge number of cars parked outside. We are at capacity right now where we feel comfortable that it meets the needs of the building, the needs of the Park Service, but still maintains the mindset, the ethos, of being an integral part of the community and being involved in cultural preservation.

Up until about six or seven years ago, the NPS had two locations in Santa Fe. In about 2008, we had to consolidate all of the National Park Service employees in Santa Fe into this one building. That's why we have 70 people working in this building. That offers some unique challenges. For example, we have security issues. This building was designed in the 1930s when security was not such a big issue, but now that has changed. We have had to make some careful decisions about how to make this a safe work environment. It's a very difficult building to protect.

DJL: Do you think Denver intends to keep this structure as it is, as a building for the National Park Service with 70 employees working here?

AM: Some people seem to believe that the Park Service intends to close this building and abandon it, but that is certainly not the case. The Park Service is committed to maintaining this structure as an administrative building. The issue at hand is whether the building should remain closed to public access and visitation.

In the past, we developed plans for public access that included an interpretive plan for the building and a general management plan. However, these plans are on hold right now because of financial considerations. Also, there are security issues for the safety of the staff and of the collections.²⁵ All those types of things play into decisions about what level of public access we can have. Currently we are undergoing a process of evaluating whether and how we can provide public access.

DJL: Is this study coming out of Denver?

AM: I wouldn't call it a study so much as a "process" that we are going through because all of that is dependent on funding. There is no funding stream just for the building's interpretation and public access.

I think there is a strong sense, particularly among the people who have been here a long time and have a great love for the building, that it is part of the community – it's part of what makes Santa Fe special. But we need to balance that off against the realities of security, of funding, and of our administrative task. People work here. How do you balance the need to conduct business against the desire for public access? All of these things are under review right now.

DJL: Are you open to the public for special occasions?

AM: Yes, we do occasionally make the building available for special uses. Typically, these involve long-standing relationships that we have had with certain organizations that have a very close association to our mission. There is a permitting process that people have to go through.

We just put on a 75th anniversary. It was an open house; the public was welcome to attend. Senator Bingaman attended and Senator Udall sent a representative. We also had representatives from state government here. It was a wonderful event, and it certainly raised public awareness of the need for support for the building.

DJL: We have discussed with the Historic Santa Fe Foundation (HSFF)²⁶ the possibility of having a Mother's Day Tour of the Building. The HSFF holds these every year, and they are very popular with the public. Is this a possibility?

AM: I hate to make a commitment because of the security issues. For the 75th anniversary, we had to get law enforcement in from the different parks. We had to form arrangements with our neighboring institutions for parking. And there are other problems. When we have tours here, the offices are not accessible because people are working. We are not open on the weekends.

DJL: What about a smaller tour for 15 or 20 persons? We have also discussed with the HSFF the idea of having a

lecture in the NPS building where we could have a speaker talk about the artwork. Someone from the Park Service could talk about the use of the building. Do you think an event like that could happen?

AM: We will occasionally provide opportunities for groups to come here for a specially pre-arranged tour of the building. But until we make an evaluation of whether and how we are going to make this building accessible to the public, we will not be set up for any large or frequent tours. In any case, the thing to do is ask. If it is a special occasion and small numbers of people are involved, we will consider it.

DJL: What can interested citizens of Santa Fe who care about this building and organizations such as the Historic Santa Fe Foundation (HSFF) do to help the NPS to save this wonderful building and to keep it available as an asset to the community?

AM: I think the building has always suffered from a lack of exposure to the general community. A lot of the neighbors know that the building is here, but they don't really understand its significance and aren't aware of what happens here at the building.

The greatest need right now is for preserving the structure, for maintenance and general care of the building. As you walk around the building, you can see that it is an old structure that needs love and care. We have invested a lot in re-stuccoing, in improving the envelope of the building. I would suggest that the community can play a role in raising awareness, in advocating for the structure itself.

If you do have a strong feeling about access to the building, let us know. Input from the public is very important. In the future the situation may be different, and there might be full access to the building. But what we need to do today is to help preserve it.

We are the National Park Service. We ultimately want the public to enjoy our resources. We do not yet know how that is going to happen at this building. But the building is still here, and regardless of whether there is public access or not, the building is still a significant historic site that is a jewel for the community.

Endnotes

1. Well known for much authoritative research and writing on colonial Spanish New Mexico, Joseph P. Sánchez is a former superintendent at Petroglyph National Monument. He currently serves as the director of the Spanish Colonial Research Center (SCRC), which was established by the National Park Service (NPS) in 1986 in partnership with the University of New Mexico. The Center's primary purpose is to develop a computerized data base from Spanish colonial documents to serve the research needs of the National Park Service's Spanish Colonial Heritage sites, as well as other federal, state, and local organizations.
2. Just north of Brownsville, Texas, the Palo Alto Battlefield National Historical Park commemorates the Battle of Palo Alto, which was fought on May 8, 1846. It is maintained by the NPS. The Battle of Palo Alto was the first major conflict in the Mexican-American War. The United States Army's victory there made the invasion of Mexico possible. Although approximately 2,000 acres are in private hands, the NPS owns or controls at least half of the battlefield site. For a history of the battle, see Charles M. Haecker and Jeffrey G. Mauck's *On the Prairie of Palo Alto: Historical Archaeology of the U.S.-Mexican War Battlefield* (College Station: Texas A&M University Press, 2009) and Joseph P. Sánchez's "General Mariano Arista at the Battle of Palo Alto," *Journal of the West* 24 (April 1985). See also Joseph Wheelan's *Invading Mexico: America's Continental Dream and the Mexican War, 1846-1848* (New York: Carroll and Graf, 2007).
3. "All but dissertation" (ABD) is a term identifying the stage in the process of obtaining a doctorate when the student has completed all of the coursework and comprehensive examinations.
4. On September 15, 1829, President Vicente Guerrero officially abolished slavery in Mexico. Consequently, an estimated 5,000 fugitive slaves fled southwest to Mexico. Unfortunately, little is known about the network that must have been in place to help them. See Ernest Obadele-Starks's *Freebooters and Smugglers: The Foreign Slave Trade in the United States after 1808* (Fayetteville: University of Arkansas, 2007). See also Sean M. Kelley's "Mexico in His Head: Slavery and the Texas-Mexico Border, 1810-1860," *Journal of Social History* 37, No. 3 (Spring 2004): 710-711. In 1990, Congress directed the NPS to conduct a study of alternatives for commemorating the Underground Railroad which included sites and pathways into Mexico.
5. The Black Seminoles are the descendants of free blacks and escaped slaves who allied with Seminole groups in Spanish Florida. They emerged as a distinct ethnic group in 17th-century Florida. See Bruce Edward Twyman's *The Black Seminole Legacy and Northern American Politics, 1693-1845* (Washington: Howard University Press, 1999) and Kenneth Wiggins Porter's *The Black Seminoles: History of a Freedom-Seeking People* (Gainesville: University of Florida Press, 1996). See also Kevin Mulroy's *Freedom on the Border: The Seminole Maroons in Florida, the Indian Territory, Coahuila and Texas* (Lubbock: Texas Tech University Press, 1993).
6. In 1838, U.S. General Thomas Sydney Jesup offered freedom to the Black Seminoles if they agreed to removal to Indian Territory. Consequently, more than 500 Black Seminoles traveled with the Seminoles from Florida to Indian Territory in present-day Oklahoma. Many Black Seminoles died along the route, which is also known as the Trail of Tears.
7. The Mexican government wanted the Black Seminoles to serve as frontier border guards. They settled at Nacimiento, Coahuila. As a result, from 1861 through 1880s, the Black Seminoles in Mexico and Texas had little interaction with those in Oklahoma. When Texas slave raiders threatened their community, the Mexican Army supplied arms and reinforcements.
8. See Kevin Mulroy's *Freedom on the Border: The Seminole Maroons in Florida, the Indian Territory, Coahuila, and Texas* (Lubbock: Texas Tech University Press, 1993). For an interesting study of how the descendants of the founders of the Black Seminole communities in Texas and Mexico have maintained their sense of identity that draws upon both African resources and Seminole culture, see Shirley Boteler Mock's *Dreaming with the Ancestors: Black Seminole Women in Texas and Mexico* (Norman: University of Oklahoma Press, 2010).
9. The Black Seminoles spent 20 years protecting the northern Mexican frontier state of Coahuila. After this, they were recruited by the U. S. Army to serve as scouts. Despite its name, the Black Seminole unit included both Black Seminoles and native Seminoles, but because most of the unit was of African descent, it was often attached to the Buffalo Soldier regiment. From 1870 to 1914, they were headquartered at Fort Clark. Under Lieutenant

- John Lapham Bullis, the Black Seminole scouts played a pivotal role in the Indian campaigns. In 1872 a Seminole community was established near the fort, the descendants of which still live in the Brackettville area. For more information, see “Black Seminole Scouts”/The Handbook of Texas Online/ Texas State Historical Association: <http://www.tshaonline.org/handbook/online/articles/qlbgn>. See also Kenneth Wiggins Porter’s “The Seminole Negro-Indian Scouts, 1870–1881,” *Southwestern Historical Quarterly* 55 (January 1952).
10. The fight at Eagle’s Nest Crossing on the Pecos River earned the Medal of Honor for scouts John Ward, Isaac Payne, and Pompey Factor. See John Allen Johnson’s “The Medal of Honor and Sergeant John Ward and Private Pompey Factor,” *Arkansas Historical Quarterly* 29 (Winter 1970).
 11. Until the mid-17th century, the Kickapoos, an Algonkian-speaking group, lived near the Fox and Wisconsin Rivers in Wisconsin. After the War of 1812, two Kickapoo groups relocated to Missouri. In 1833, they moved to Kansas and later down to Oklahoma, Texas, and Naciminto, Mexico.
 12. Today the Mexican Kickapoo, a group that numbers between 625 and 650, spend the major portion of the year in El Naciminto, about 130 miles southwest of Eagle Pass, Texas. However, they continue to live a seminomadic life. In mid to late May most of the residents of Naciminto divide into family-based bands and go to Texas and other western states to work as migrant agricultural laborers. In late October they make their way back to Naciminto, where they spend the winter months hunting, planting crops, and raising cattle. See M. Christopher Nunley’s “Kickapoo Indians,” Handbook of Texas Online <http://www.tshaonline.org/handbook/online/articles/bmk09>.
 13. Marc Simmons’ *Following the Santa Fe Trail: A Guide for Modern Travelers* enables the modern traveler, as well as the armchair enthusiast, to access and appreciate this historic trail. It includes directions, maps, and diary quotes from nineteenth-century trail travelers. In 2001, Simmons and Hal Jackson revised and updated the guidebook (Ancient City Press).
 14. <http://www.nps.gov/trte/index.htm>.
 15. The Route 66 Corridor Preservation Program, which is administered by the NPS, collaborates with private property owners, non-profit organizations, and local, state, federal, and tribal governments. Its primary purpose is to locate and address the preservation needs of Route 66. For information on the Route 66 Corridor Preservation Program, see <http://www.nps.gov/rt66/index.htm>.
 16. Frank Norris is a historian for the National Trails Intermountain Region.
 17. The Butterfield Overland Mail Company (1858 to 1861) transported the U. S. mail between St. Louis, Missouri, and San Francisco, California. The route was known as the “Oxbow Route” because of its shape on a map. From St. Louis, the trail dipped southwest through western Arkansas and the Indian Territory, turned west and went through Texas and southern New Mexico and Arizona, and then, once in California, headed north to San Francisco. See Leroy Hafen’s *The Overland Mail, 1849-1869: Promoter of Settlement, Precursor of Railroads* (Norman: University of Oklahoma Press, 2004).
 18. The Mormon handcart pioneers were members of the Church of Jesus Christ of Latter-day Saints (LDS) who migrated to Salt Lake City, Utah, and used handcarts to carry their belongings. For the LDS, the hand cart movement, which began in 1856 and continued until 1860, is a symbol of the Mormon pioneers’ sacrifice and faithfulness.
 19. In 1856, five handcart companies were organized to make the 1,300 mile trip from Iowa City, Iowa, to Salt Lake City, Utah. The first three handcart companies made the journey in record time. Numbering more than 1,000 people in all, the last two companies, the Willie Company and the Martin Company, left late in the season. By mid-October, winter storms halted the Martin Company at Red Buttes near present-day Casper, Wyoming, and the Willie Company on the Sweetwater River, about 100 miles to the west. Although many members died, both companies were eventually found by rescue parties. The disaster was the worst non-military disaster on the emigrant trails. See LeRoy Hafen and Ann Hafen’s *Handcarts to Zion: the Story of a Unique Western Migration, 1856–1860* (Glendale: Arthur H. Clark Company, 1960) and David Roberts’ *Devil’s Gate: Brigham Young and the Great Mormon Handcart Tragedy* (New York, Simon and Schuster, 2008).
 20. The Old Santa Fe Trail Building is located at 1100 Old Santa Fe Trail, Santa Fe, New Mexico.
 21. Region III eventually became the Southwest Region.
 22. For a guide and reference book to New Mexico’s New Deal public buildings, architecture, art, and artists, see Kathryn A. Flynn’s *Public Art and Architecture in New Mexico, 1933-1943, A Guide to the New Deal Legacy* (Santa Fe: Sunstone Press, 2012). For Flynn’s description

of the Old Santa Fe Trail Building, see pages 116-117. The executive director of the National New Deal Preservation Association, Flynn is also the co-author of *New Deal: the 75th Anniversary Celebration* (Layton, Utah: Gibbs Smith, 2008).

23. Acting Regional Director Herbert T. Jaier brought Regional Architect Cecil J. Doty with him from his Oklahoma City NPS office to design the Old Santa Fe Trail Building. Doty had extensive experience designing NPS 1930s rustic architecture. Most of the soil used to make the building's adobe bricks came from the excavations required for the building foundations. Logs for the *vigas* and *corbels* came from the CCC camp in Hyde Memorial State Park, and the flagstone for the floors came from a large ranch near Pecos. The foundations of the main building were made of stone from a nearby quarry. Construction began in 1937 and continued through 1939.
24. The New Mexico Historic Preservation Division identifies and protects New Mexico's cultural resources. This includes archaeological sites, architectural and engineering achievements, and cultural landscapes.
25. The collection includes 20 ceramic vessels, all dating circa

1940 by Maria and Julian Martinez of San Ildefonso, Lela Gutierrez of Santa Clara, Agapita Quintana of Cochiti, and Eulogia Naranjo of Santa Clara; 14 paintings (oils and watercolors) by E. Boyd, Van Cleave (PWA), Victor Higgins (PWA), Odon Hullenkremer, Chris Jorgensen, Joe Garcia, Lawrence Cata, Joseph Fleck (PWA), Milton Swatek, and Nelvin Frank Salcido; 12 drawings (ink and pencil) by Cecil J. Doty, Joe Garcia, C. Salvados, N. Salcido, and Samuel R. Romero; 5 etchings by Gene Kloss (PWA); 3 lithographs by B. J. O. Nordfeldt (PWA); 10 block prints by Ruth Connely; 47 rugs, mostly Navajo (some probably Pueblo and perhaps Sonoran), from about 1940 or earlier. Some of the building's art is currently in storage in Arizona.

26. The Historic Santa Fe Foundation (HSFF) is a nonprofit organization located in Santa Fe, New Mexico. Its primary purpose is to protect, preserve, and promote historic properties in the Santa Fe area. It also tries to educate the public about Santa Fe's history and the importance of preservation. For more information, see <http://www.historicsantafe.org/>.



Southern Trails Chapter Members at the 2015 OCTA Conference in Kearny, Nebraska

photos courtesy Cecilia Bell

Thelma and John Fromm at an Oregon Trail site.



Pat Fletcher receiving an OCTA certificate of appreciation.

Awards and Conference Dinner: John Bell, Gerald Schultz, Cecilia Bell, and Pat Fletcher.



Butterfield Overland Trail

by Frank Norris

In response to a Congressional mandate, the National Park Service (NPS) is now writing a draft feasibility study for a Butterfield National Historic Trail.

The process involved in creating a national historic trail is lengthy. Although citizens and local governments have recognized the trail's importance for many years, it wasn't until July 2006 that Congress first gave consideration to the Butterfield route as a national historic trail. At that time, Representative John Boozman of Arkansas introduced H.R. 5980, which called for a "resource study" of the trail. No action was taken on the bill during 2006. In March 2007 Boozman resubmitted the same bill, and in October, it was combined with eight similar bills into a new bill (H.R. 3998), which passed the House on December 4. The bill was not adopted by the Senate, so H.R. 3998 did not emerge from the 110th Congress. A new bill (S. 22), called the Omnibus Public Land Management Act, and which contained a provision for study of the Butterfield Trail, was passed by the Senate in January 2009. In March, the House passed a similar bill – H.R. 146. On March 19, the Senate passed the House bill with a few added amendments, and on March 25 the House agreed to the Senate amendments. President Obama signed the bill, which became Public Law 111-11, on March 30, 2009.

The bill called for the Secretary of the Interior to conduct a study of the trail. The study, which was delegated to the NPS, cleared a major hurdle in the spring of 2012 when an NPS advisory board deemed the trail as nationally significant. The study of the Butterfield Trail won't be completed for several months, after which it will go out for public review. After revision it will go to the Secretary of the Interior who will submit it to Congress. It will require a new act of Congress to establish it as a National Historic Trail.

The Federal Government Establishes the Trail

The Butterfield Trail played a key role in the country's westward expansion during the mid-19th century. In the early 1840s, Americans began emigrating to the Willamette Valley in present-day Oregon. Others moved west to

California. However, the Oregon Country was still partly claimed by Great Britain, and the territory comprising today's southwestern U. S. was owned by Mexico. Between 1845 and 1848, the map changed abruptly. The British and U. S. governments passed a treaty which brought the southern Oregon Country into the U. S. orbit, and the U. S. victory in the Mexican-American War resulted in California and various southwestern states becoming part of the U. S.

The discovery of gold in California by James Marshall in 1848 brought a new impetus to western settlement, and California quickly swelled with gold seekers and other new migrants. During the months that followed, Marshall's find was replicated up and down the Sierra Nevada foothills. California rapidly transformed to a gold-based economy. By June 1850, California boasted almost 100,000 residents, and just three months later, it became the 31st state in the Union.

Populous as it was, California was isolated from the other states of the Union. To get to California from either the midwestern states or the eastern seaboard, migrants had three choices – none of them easy. They could take a 17,000-mile sailing voyage around Cape Horn. A second route took passengers by vessel from the East Coast to the Atlantic coast of Panama, across the isthmus, and then north to California by sailboat. A third route took travelers west along the overland trails across mountains and deserts. All of these routes required two months or more of travel and had elements of risk. The completion in 1855 of the Panama Railroad, which bridged the 48-mile-wide isthmus, was a substantial improvement because it reduced the Panama portion of the trip from several days to a few hours; as a result, both travelers and the mail could then go between New York and San Francisco in three to four weeks. Despite this improvement, a broad cross-section of Americans – and particularly those in California – clamored for transportation and communication that would connect California with the Mississippi River valley safely, reliably, and without the need to pass through foreign territory.

The congressional process of establishing the original Butterfield Trail was as lengthy as the current process of creating a National Historic Trail. In March 1853,

Congress made the first move to tie California into the Union when it allotted \$150,000 for railroad surveys “to ascertain the most practicable and economical route for a railroad from the Mississippi River to the Pacific Ocean.” Four scientific and topographic expeditions along the 32nd, 35th, 38th, and 48th parallels were authorized. These expeditions commenced in 1853 and were completed by late 1854. The acquisition through the Gadsen Purchase of millions of additional acres in the Southwest opened the door to building a railroad along the 32nd parallel route. Due to the increasing strains of sectionalism, however, Congress made no move to authorize a transcontinental railroad at that time.

In 1856, Congress made a renewed effort to improve ties with California when it submitted bills calling for an overland mail service. A bill passed in August of that year authorized a postal route from San Antonio to San Diego via El Paso. The following February, Congress passed a second act, authorizing a wagon road between El Paso and Fort Yuma. In March 1857 Congress authorized a stagecoach line that would connect California with the Mississippi River valley. It recognized that any of three cities – St. Louis, Memphis, or New Orleans – might logically serve as the stage line’s eastern terminus, and that there were four potentially viable routes over which the proposed stage line might run. As a result, Congress asked the Post Office Department to tackle the issue by tendering a contract for a route “from such point on the Mississippi River, as the contractors may select, to San Francisco, in the State of California.” The bill stated that the victorious bidder needed to guarantee a 25-day trip over this route and that the system would be up and running within 12 months after the signing of the contract.

The person entrusted to choose both the contractor and the route was Aaron V. Brown, President James Buchanan’s newly-appointed postmaster general. A former governor of Tennessee and a Memphis resident, Brown was keenly aware of the sectional disagreement over the proposed stage line’s eastern terminus. He soon issued a contract prospectus and announced that the bids would be awarded on July 1, 1857. Of the nine proposals submitted, two bidders were superior to the others on both technical and financial grounds. James W. Birch, the first president of the highly successful California Stage Company and a confidante of many

congressmen, submitted one of those bids. The other serious bidder was a consortium headed by John W. Butterfield of Utica, New York, a personal friend of President James Buchanan. Butterfield and his associates submitted three bids, all of which proposed semi-weekly service over the 35th Parallel route by way of Albuquerque. One of Butterfield’s bids proposed St. Louis as the eastern terminus, a second proposed an eastern terminus at Memphis, and the third proposal called for a “bifurcated” route that headed west from both St. Louis and Memphis and met “at the most suitable point” before heading west to Albuquerque and on to California.

Keenly aware of the need to balance the interests of both northern and southern partisans, but also cognizant of his Tennessee roots, the Postmaster General went beyond the bounds of the contract proposal and made two significant – perhaps extralegal – decisions. First, Brown approached Birch and told him that he had won a contract. It was not the prized overland mail contract for which he had submitted a bid, however; instead, it was a four-year contract for semi-monthly mail service between San Antonio, Texas, and San Diego, California, via El Paso. This was the route that Congress had authorized in August 1856, but which had not yet been established. Brown’s other daring decision involved the location of the overland mail route. He made it known that he would accept one of Butterfield’s three bids, all of which followed the 35th parallel route. But Texas and other southern states, unhappy that Butterfield’s routes stayed north of the Lone Star State, demanded that the route run farther south. As a result, Brown issued an order stating that the winning bid would need to go “from St. Louis, Mo., and from Memphis, Tenn., converging at Little Rock, Ark,” then west through Texas to El Paso. From there it would continue on to Fort Yuma and then to San Francisco. To rationalize his decision, Brown stated that this “horseshoe” or “ox-bow” route was chosen to avoid the deep winter snows and the consequent delays of more northern routes. According to Brown, only the 32nd parallel route was “safe, comfortable, and certain during every season of the year.” By this time, Butterfield and his associates had been told that they had won the contract. On September 16, 1857, they signed a six-year, \$600,000-per-year contract with the Post Office Department, which called for the stage line – to be called the Overland Mail Company – to be in operation within one year from the contract date.

Preparations by the Butterfield Company

John Butterfield, the head of the winning consortium, was ideally suited to build and operate a huge, far-flung stagecoach line. Experienced and well-capitalized, he was one of the acknowledged transportation titans of his day. Both congressmen and officials in the Post Office Department recognized that Butterfield was one of the foremost transportation leaders of his day, a man with both the political wherewithal and technical expertise to get the job done.

During the next year, Butterfield and his associates had a herculean task to get the stage line operational. Roads existed across the eastern third of the route and also in California, but few roads or even trails existed in the intervening country. Company executives consulted maps from the recently completed Pacific Railroad Survey and then dispatched surveying parties to assay the best route. Stations were also needed. In the more civilized areas, company personnel made ad hoc arrangements with tavern keepers and farmers, but elsewhere the crews needed to build stations and corrals out of locally available materials. Eventually the line had more than 170 stations, more than half of which were built by Butterfield's men. In addition to the massive investment in stations and corrals, Butterfield's men also needed to procure horses and mules; dig wells; purchase stagecoaches, tack, and other equipment; and hire more than 750 men to staff the stations up and down the line. The company's stagecoaches included 100 wooden-roofed Concord or "southern style" coaches, which were used between Tipton and Springfield, Missouri (and later used as far as Fort Smith, Arkansas), as well as between Los Angeles and San Francisco. A generous supply of canvas-topped celerity wagons (also known as a "mud wagons") were used to cover the remaining distance. All in all, these preliminary expenditures represented an investment of approximately \$1 million – which was far more than the \$600,000 annual subsidy called for in the Post Office Department contract.

The overall purpose of Butterfield's massive acquisitions was to have an array of stations that were 20 miles apart, on the average, although some would be separated by only 9 miles and others would be 60 miles apart. The various "home-owned" (contracted) stations would have two to four employees as staff. At the company-owned stations, the norm was five to seven employees. The larger stations or

those located in "Indian country" had eight to ten Butterfield men on hand; these included cooks, stock tenders, herders, water haulers, blacksmiths, and guards, all supervised by the station agent. Overseeing the station agents were nine division superintendents, who also supervised the drivers and conductors on each stage.

The Overland Mail Company Begins Service

The Overland Mail Company commenced operations on Thursday, September 16, 1858 – one year to the day after the contract had been signed. In St. Louis, John Butterfield escorted two small leather pouches from the post office to the nearby train station and then boarded the waiting train, which left promptly at 8 a.m. The train chugged west to Tipton, where at 6:01 p.m., Butterfield clambered off the baggage car and transferred the mail pouches to the waiting Concord stagecoach, which was pulled by a six-horse team. Nine minutes later, Butterfield and his son (also named John Butterfield) left Tipton and headed south toward Springfield. On board was a full complement of passengers, one of whom was Waterman Ormsby, a 23-year-old reporter for the *New York Herald* who had agreed to write a series of news articles about the ride and the countryside he encountered. While the Butterfields, father and son, rode the stage only as far as Fort Smith, Ormsby was the only westbound passenger to ride all the way to San Francisco. His lively account, published in newspaper installments later that year, was published in book form in 1942 and is still in print.²³ At 7:30 a.m. on October 10, 1858, the first stage – with a weary Waterman Ormsby still aboard – rambled into Portsmouth Square in downtown San Francisco. The stage had traveled at an average rate of four to five miles per hour, and had arrived in just 23 days and 23½ hours – which was three hours ahead of the published schedule and more than a day faster than Congress had stipulated in the authorization bill.

On the day before the first westbound mail left St. Louis, the first eastbound stagecoach left San Francisco. That stage, with postal inspector Goddard Bailey and five other through passengers on board, also made the trip without incident. The eastbound Butterfield mail coach arrived in St. Louis on October 9, less than 25 days after it had left San Francisco.

Following these initial runs, operations began on a regular, twice-per week schedule. Following a published, 24-day,

2½-hour timetable, stages with their mail and passengers clattered along day and night, seven days per week, regardless of weather and road conditions. As noted in special instructions that Butterfield distributed to his employees, saving time was paramount. He often declared, “Remember, boys, nothing on God’s earth must stop the United States mail!” The primary interruptions in the journey were at relay stations, where either horse or mule teams were changed. According to historian Gerald Ahnert, “pulling up to a Butterfield stage station was like making a NASCAR pit stop.” Passengers were expected to take care of any personal needs in 10 minutes – or up to 40 minutes if a meal was to be served. Passengers stopped to bolt down meals twice per day, and while one traveler stated that the food “is better than could be expected so far from civilized districts,” another cautioned that “the fare could hardly be compared to that of the Astor House in New York.” Being a Butterfield passenger was not an inexpensive proposition; initial rates were \$200 from St. Louis or Memphis to San Francisco. For eastbound passengers the rates were initially half of that. Within a few months, however, company officials discovered that the demand for traffic was equally great in both directions, so starting in May 1859, tickets were pegged at \$150 for both eastbound and westbound passengers. Passengers going shorter distances paid 10 cents per mile so that a 200-mile ticket cost \$20.

At the beginning, Butterfield’s Overland Mail Company had a virtual monopoly on overland stage and express service to California. Starting in October 1858, however, the Post Office Department offered and subsidized weekly service over a central route from Independence to Placerville, near Sacramento, California. The ride took 38 days (versus the 24 days that the Butterfield offered) and was not as frequent, but central route partisans had an alternative to Butterfield’s “ox-bow” route.

The Company’s Decline and Fall

Despite the increasing appeal that the Butterfield line held for passengers and the ever-increasing volume of mail that went over the route, the long-term success of the venture was anything but assured. On March 14, 1859 – just six months after operations began over the line – Aaron Brown died. Six days later Joseph Holt, from Kentucky, was appointed postmaster general. As one source noted, Holt “apparently

entertained no friendly feeling toward the Californians.” To cut costs, he tried to reduce the Butterfield mail to a weekly service, but President Buchanan’s attorney general, Jeremiah Black, rebuffed Holt, citing specific contract language.

During this same period, officers within the company recognized that Butterfield was continuing to spend more on the line’s operations than the government was providing in subsidy, and so became increasingly restive at the company’s financial situation. This situation accentuated the need for outside loans. At some point, probably in 1859, the well-heeled Wells Fargo and Company assumed de facto control of the Overland Mail Company. The financial gloom was exacerbated in early 1860 when veteran freighters William Russell, Alexander Majors, and William Waddell announced plans for the Pony Express, a service over the central route that would be operated by the Central Overland California and Pike’s Peak Express Company. Perhaps in response, Butterfield was removed from the presidency in mid-March 1860, and William B. Dinsmore, one of the Wells Fargo representatives, was chosen to replace him. In early April 1860, the Pony Express began operating between St. Joseph, Missouri, and Sacramento, California. The time needed to send letters between the Mississippi River valley and California was drastically reduced from a scheduled 24 days to just 10 days. Ironically, however, the Pony Express’s service turned out to be weekly, not daily, the Pony Express did not win a government mail contract, and the inauguration of this service had little or no impact on Overland Mail Company operations.

The spring of 1860 brought more bad news to the Overland Mail Company’s directors. Sectionalism, which had been hanging over Congressional decision-making ever since the Compromise of 1850, was more powerful than ever. In late April 1860, the Democratic Party split over its presidential choice. The Republicans met in mid-May, choosing as their candidate Abraham Lincoln, an ardent anti-slavery advocate. Due to the Democrats’ lack of unity, it was widely recognized that Lincoln would be elected president. Many leaders – particularly those in the South – spoke openly about the inevitability of disunion if Lincoln won the White House. Even more bad news for the mail company came on June 16, 1860, when Congress passed a bill subsidizing the construction of a transcontinental telegraph. Although no moves were made that year to begin constructing the line,

the various Overland Mail Company directors knew that the completion of the telegraph would have an immediate and negative impact on mail volumes.

On November 6, 1860, Abraham Lincoln defeated three other candidates for the United States' presidency. Six weeks later, representatives from South Carolina met and voted to secede from the Union, and within a month four more southern states did the same. On February 1, Texas seceded. Three days later, representatives from the seven seceded states met in Montgomery, Alabama, and formed the Confederate States of America. Texas, in a February 23 statewide referendum, sanctioned the results of its February 1 convention vote.

These moves, particularly in Texas, brought about the downfall of the Overland Mail Company, at least along the existing "ox-bow" route. Unsafe conditions in north central Texas forced the company's directors to limit the line's operations, at least temporarily, to those areas east of Fort Smith and west of Tucson. On March 2, 1861, Congress voted to order the Overland Mail Company to move the location of its route to a central alignment. Operations along the southern route were quickly truncated. The company delivered no mail during the spring of 1861. On July 1, it began running over a route between St. Joseph, Missouri, and San Francisco.

Why is the Butterfield Trail Significant?

The Butterfield Mail ran along the "ox-bow" route for only two and a half years – a tempestuous if brief period sandwiched between the California Gold Rush, the Pony Express, the telegraph, and the Civil War. Despite this brief period of operation, it is clearly historically important.

The primary basis of the NPS advisory board's recognition that the Butterfield Trail was nationally significant is that it fulfilled a critical need: to tie California and other western territories more closely to the long-established portions of the U. S. east of the Mississippi River. In addition, the Butterfield Mail was a major public development. It was the first thread of civilization in an otherwise desolate, isolated world. When it first went into operation, President James Buchanan declared that the service was "a glorious triumph for civilization and the Union," and he predicted that "the

East and West will be bound together by a chain of living Americans which can never be broken." Westerners also loved the Butterfield; as one participant wrote, "the Overland is the most popular institution of the Far West . . . So regular is its arrival that the inhabitants know almost the hour and the minute when the welcome sound of the post horn will reach them."

The advisory board also noted that the trail has become an iconic symbol of the mid-19th-century West. Because the Butterfield was a long-distance route through isolated, dangerous territory, it embodies the romance – either real or imagined – of stagecoach travel. As early as 1925, an historian wrote, "The romance and adventure associated with the two years and a half of its history have not been overlooked by the writers of more popular works." Another historian noted that "to generations who came after it, the Butterfield overland mail would symbolize the spirit that made the West, in character as in fact, a part of the United States," while another wrote that "the saga of the Butterfield Trail remains a romantic high point in the westward movement, forming familiar elements in historical plots, functioning as a vibrant backdrop against which mythic adventures, western thrillers, movie serials, and television spectacles have raced." A number of dime novelists and western fiction writers wrote stories that focused on the Butterfield as the symbol of the western stagecoach and the risks inherent in a stagecoach ride, particularly as it pertained to conflicts with Apaches and other western Indian tribes. This theme continued to be common in motion pictures, movie serials, and television shows. The Butterfield Trail has carried over to today's commercial landscape, given that scores of businesses near the route have long attached the Butterfield name to their facilities. The attraction of the Butterfield is such that this name has been manifested even in places located far afield from the stage line corridor.

[This article is a brief synopsis of the document "Butterfield Overland Trail (proposed National Historic Trail): Significance Statement" that was presented by the NPS's National Trails Intermountain Region (NTIR) to the Landmarks Committee of the National Park System Advisory Board at its semi-annual meeting on April 9, 2013. The report, with copious notes and references, can be found on the web at www.nps.gov/nhl/news/LC/spring2013/ButterfieldOverlandTrail.pdf.]

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[continued from page 4]

Chisum. Located just east of a 40-mile volcanic lava flow known as the *malpais*, the area took its name from a nearby convergence of three creeks. The couple's marriage lasted 11 years. During that time George lived in Lincoln and Susan lived at the ranch. After their divorce, Susan continued to run the ranch. Eventually she became one of the most successful cattlemen in the Southwest, running 5,000 head of cattle and earning the title "Cattle Queen of New Mexico." Newspapers reported that McSween-Barber made her cowboys wash and comb their hair. Although lavish with herself, she was frugal with her money when it concerned others, including her family members. She hated Murphy and Dolan, but she didn't like Billy the Kid and the Regulators either, blaming both sides for her husband's death. By 1902, she sold her holdings to politician Albert Bacon Fall and moved to White Oaks, New Mexico. She died there in 1931 at the age of 85 and is buried in the White Oaks cemetery.

Although Chamberlain writes in a conversational voice, the book suffers from distracting repetitions and generalizations. Additionally, the book is weakened by some of the analogies that Chamberlain makes. Comparing Susan McSween to Scarlet O'Hara is just one of many examples: "As in the film *Gone with the Wind*, when Scarlet O'Hara raises a radish skyward, vows never to go hungry again, and resolves to restore her plantation no matter what the cost, Susan, too, determined that land was the most precious commodity she could possess."

Nevertheless, Chamberlain's history is fascinating. Although most of her story has been told before – for example in Robert Utley's *High Noon in Lincoln: Violence of the Western Frontier* – she does provide an excellent portrait of a strong frontier woman, especially in the last third of the book. A shrewd business woman, Susan Hummer McSween Barber took advantage of New Mexico's economic growth by participating fully in male-dominated activities. General readers of Western history will find *In the Shadow of Billy the Kid* to be a very interesting book.

Deborah and Jon Lawrence

Trail Turtles' Fall 2014 Mapping Trip

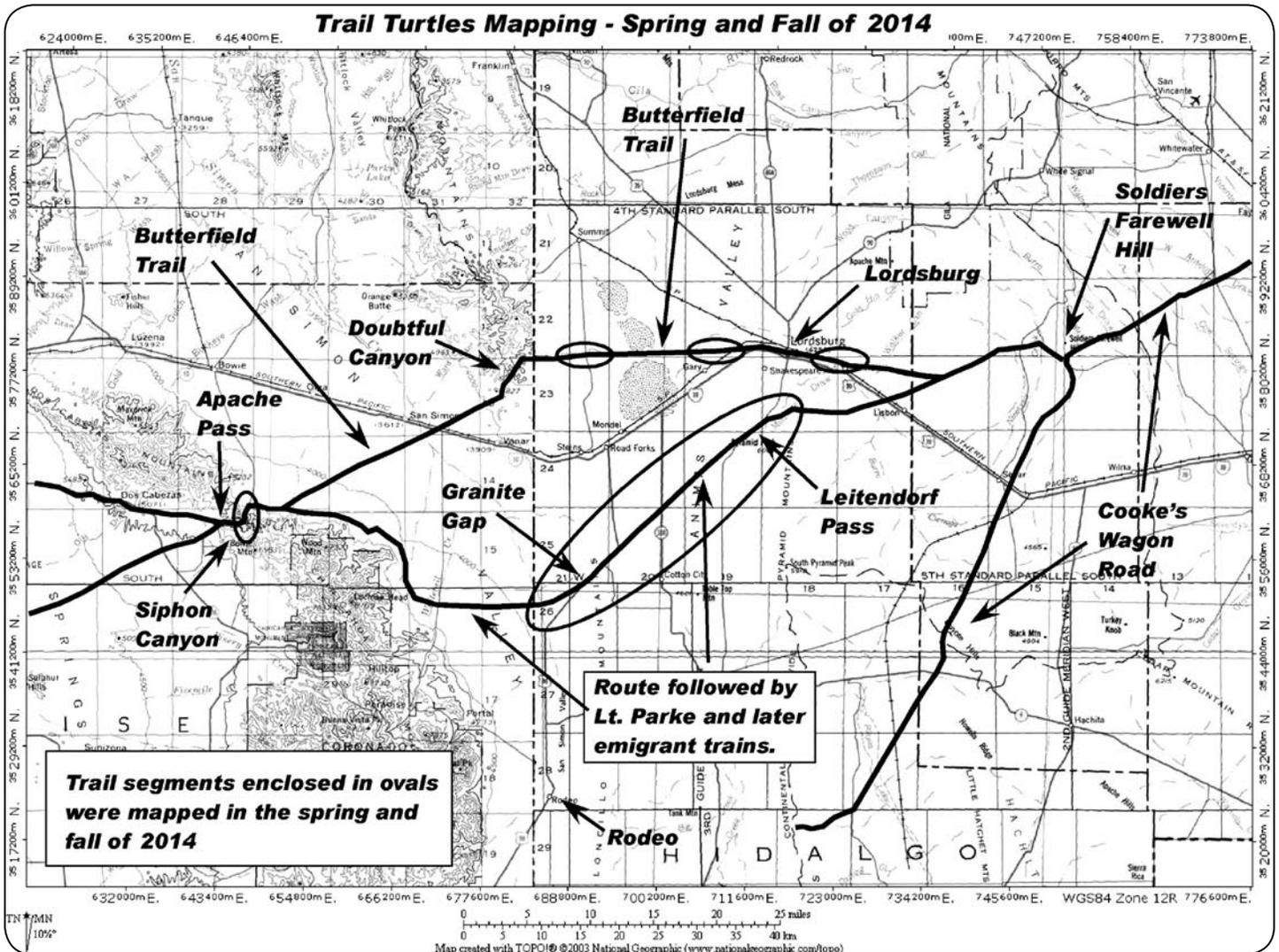
by *Richard Greene*
with additions by *Rose Ann Tompkins, Greg McEachron, and Tracy DeVault*

This fall we chose to map in the vicinity of Lordsburg, New Mexico. Our search included the Southern Emigrant Trail, the Butterfield Trail, and Mormon Battalion sites. The following Turtles attended: Tracy DeVault, Richard Greene, Brock and Levida Hileman, Claude Hudspeth, Neal and Marian Johns, Greg McEachron, Don and Geri Talbot, Rose Ann Tompkins, Mike Volberg, and Cam Wade. Because of the large number of mappers on this trip, we were able to effectively map different areas by splitting into small groups.

Sunday, October 26: Siphon Canyon, AZ

Several of us (Neal, Marian, Mike, Neal, Richard, Rose Ann, and Tracy) arrived in eastern Arizona a day ahead of schedule in order to examine trail sites not directly related to the fall mapping trip. Tracy has been researching the route that '49er Robert Eccleston (1830-1911)¹ and several other trains followed when they forged a new wagon route across the Apache Pass Cutoff. [See the sidebar on page 22 for more on Eccleston and the route over the Chiricahuas.] Our goal was to compare the route up Siphon Canyon² as far as Apache Spring with Eccleston's diary description of his crossing of the Chiricahua Range.

We took the I-10 exit at the town of Bowie and turned south on the Apache Pass Road. As the road nears the Fort



The area surveyed during the Trail Turtles' Fall 2014 mapping trip. *courtesy Tracy DeVault*

The Trail of Robert A. Eccleston Over the Chiricahuas

On this mapping trip, we attempted to determine the route by which Robert A. Eccleston (1830 - 1911) traversed the Chiricahua Mountains. In 1849, Eccleston sailed to Texas from New York and then joined up with Colonel John Coffee Hays (1819-1883) in San Antonio. The group followed the Van Horn expedition across Texas to El Paso. Led by Hays, and joined by the John Nugent and David Demarist trains, they pioneered the Apache Pass Cutoff that shortened the usual Cooke's Wagon Road route of the Southern Emigrant Trail between the Rio Grande and Tucson, Arizona. Eccleston's diary for this period has been published and our effort has been to locate the route the group followed based on the diary entries.

At some point the trains either had to cross the Chiricahuas or go around to the north of the range. According to Eccleston's account, after reaching a pass, the emigrants followed a very narrow, rugged arroyo. The trains then had to ascend and descend some very steep slopes, after which they arrived at a spring where they spent the night and the next day. It took another day for them to complete the crossing and reach the Sulphur Springs Valley.

The editors of Eccleston's diary maintain that the trains followed the Apache Pass crossing. This means that they would have started their crossing by traveling up Siphon Canyon and that the spring they encountered would have been Apache Spring. Apache Pass is clearly the easiest crossing of the range. However, Eccleston's description states that they had a difficult crossing, which leads me to think they might have crossed elsewhere. On this mapping trip, we walked up Siphon Canyon to see how that part of the Apache Pass route fits Eccleston's description. At present we are unable to reconcile Eccleston's description of his difficult crossing with the Apache Pass Route.

A couple of years ago, Richard Greene and I explored the "Emigrant Pass" crossing. We found that it very closely fit Eccleston's description but was probably too difficult for wagons. Also, this crossing was probably too far to the south.

There is a third route across the Chiricahuas called the Sky Islands Traverse. From the satellite images, it looks like a difficult but possible crossing for wagons. Compared to the Apache Pass route, where the elevation gain is only 625 feet, the elevation gain is 1,750 feet for this route. Furthermore, while there is no descent between the beginning of Siphon Canyon and Apache Spring, on the Sky Islands Traverse there is a steep descent before reaching Bob Lee Spring, the prominent spring on that route. We need to actually hike this crossing before we can say more about how well it fits Eccleston's description. Unfortunately, our effort to access this route on the fall mapping trip was thwarted by a locked gate and a No Trespassing sign.

This is very much a work-in-progress. We hope to access the Sky Islands Traverse in the future.

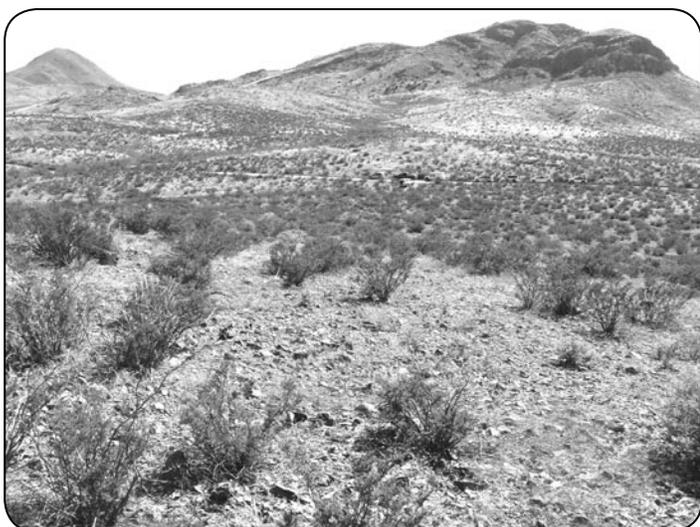
Tracy DeVault

Bowie National Historic Site, it turns sharply west. Shortly after crossing the Siphon Canyon drainage, we turned onto a hard-packed two-track dirt road that runs up the canyon. We parked the vehicles at the historic site's boundary gate and started walking up the road. We did not find many rocks with rust in the Siphon Canyon drainage, but this was to be expected since flooding nearly always erases traces of wagon travel.

We soon came to a flat rock outcropping that stretched up like a high wall on the east side of the canyon. About four feet up from the canyon floor under a shallow shelf,

we found a faded inscription that looked like "J H T." We believe that the inscription was made by James Henry Tevis, who worked for the Butterfield Overland Mail at the Apache Pass Station, fought Apaches, served with the Confederates in the Civil War, and later became a leading citizen of Arizona.³

Hiking on, we found the grade up Siphon Canyon to be gentle, averaging only three or four percent. The firm drainage bed made for easy hiking. It also would have made for smooth wagon travel. The Butterfield Trail runs on benches on the left or right of the main Siphon Canyon



Cars parked by the road where the trail goes through in the Leitendorf area. *photo by Mike Volberg*

drainage, and we encountered several Butterfield Trail markers (4"x4" posts about two feet high with a stage coach inscribed on the top) indicating the trail. Richard found an artifact made of metal with an oxidized light-green finish. The object was in two shell-shaped pieces and appeared to be the top and bottom of a woman's compact.

Coming out of the upper end of Siphon Canyon, on our way to Apache Spring, we found more rust. We saw the Battle of Apache Pass marker and an Apache wickiup. Apache Spring still trickles over a rock wall about five feet high. The shallow stream peters out after 40 yards. On the way back we passed the Chiricahua Indian Agency ruins where Tom Jeffords was the Indian agent.⁴ We also saw the Emigrant Trail marker that the Southwest Chapter installed several years ago. Tracy found a 45-70 cartridge case in the middle of the drainage. It is a miracle that it has survived: nobody has picked it up and taken it and no horse or vehicle has flattened it.

Next, Mike, Tracy, and Richard tried to find an access road to the entrance canyon of the Sky Islands Traverse. This is the name given to another crossing of the Chiricahua Range that Tracy wants to compare with Eccleston's description in his diary. Unfortunately, the access road to the canyon leading to the crossing was blocked by a gate and there was a No Trespassing sign. As time goes on, we find this to be a frequent occurrence.

Richard and Tracy drove to the natural gas pumping station located east of Lordsburg. Access to the pumping station is off I-10 at Exit 29. In times past we were able to access portions of the trail from the pipeline service road that leads east from the pumping station, but this is no longer possible: the road is now blocked by a locked gate. Tracy and Richard camped just off the freeway access road on the other side of the freeway. During the night, they were visited by a highway patrol officer who checked out their vehicles. The officer had a lengthy conversation with Richard before telling him that it was okay to camp there. Tracy slept soundly through the entire incident.

Monday, October 27: The Butterfield Trail North of Lordsburg and Leitendorf Pass

Tracy, Richard, Rose Ann, and Mike decided to check out a section of the Butterfield Trail on the northern edge of Lordsburg. They drove down Lordsburg's Main Street to West Motel Drive, and from there took a dirt road west a couple of miles to cross the railroad tracks. They continued through two unlocked gates and onto open ranch land. The mappers passed some mining operations and then drove along a two-track. The route went cross country through knee-high grass towards a stretch of the Butterfield Trail that Rose Ann had seen on satellite images. The trail in this area is located on the route between the Barney's Stage Station⁵ site and the large playas east of Doubtful Canyon. The area was lush, so it was surprising that the mappers encountered no cattle.



Claude Hudspeth and Cam Wade walk up a ranch road that uses the same corridor as the emigrant trail. *photo by Greg McEachron*



Brock Hileman following trail. The vehicles are parked where the trail crosses a gravel road. *photo by Rose Ann Tompkins*

Where the stage road crossed a rocky ridge, the group found significant rust. An earlier hiker had left three artifacts, including a large iron hook, on a rock. We found a number of small artifacts, including a harness buckle, tobacco can, and cartridge case. Richard worked the trail to the east of the ridge and found plenty of rust over a long stretch that ran right up to a berm that was built to catch water. Behind the berm was a wide span of grass.

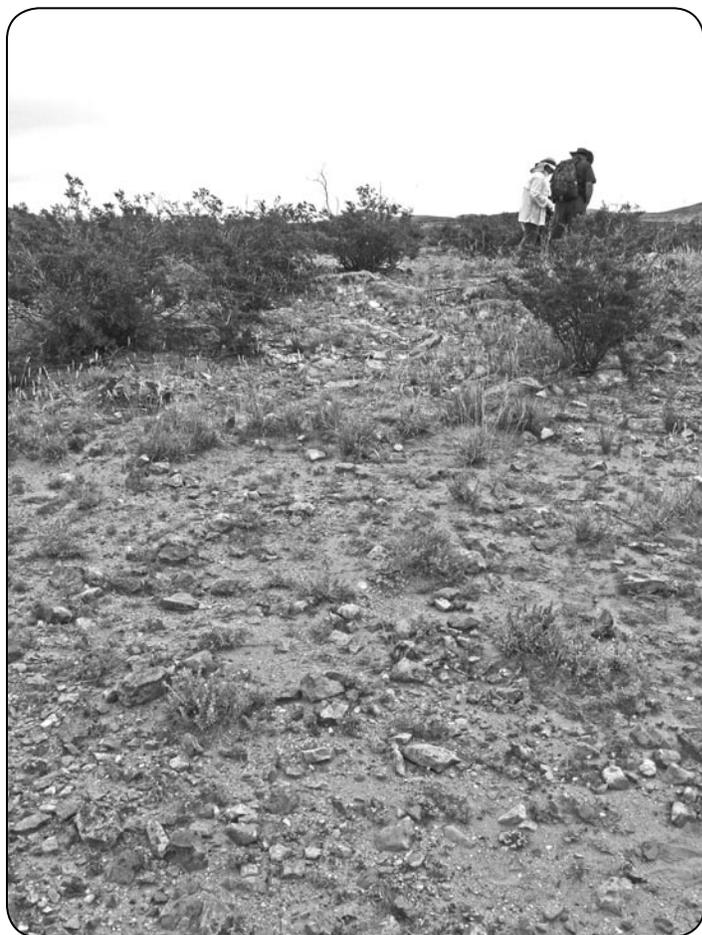
The group returned to Lordsburg and then headed to the south side of town for a few miles to check out Leitendorf Pass. (This was so-named by Tracy after he read several diaries and military reports that made mention of a Leitendorf Well⁶ in the area.) We drove to where the satellite images showed a trace crossing the highway south of the pass. We immediately found a swale and many artifacts, including the neck and half of the body of an old brown glass bottle. We decided that we would bring the rest of the mapping crew back here in the morning. Neal and Marian Johns spent the day looking at trail west of Granite Gap, using Tracy's GOTO waypoints as a guide. The entire mapping group met in Lordsburg at 4 p.m. The trip leader, Greg McEachron, laid out the plans for the next day.

Tuesday, October 28: Lordsburg to Leitendorf Pass to Granite Gap

Tracy and Richard arrived in Lordsburg early so that Tracy could upload GOTO waypoints into the GPS units

for those that needed them. Then Tracy led us through the south side of Lordsburg and into the backcountry of the Leitendorf Pass area. Our entourage of vehicles parked near the swale explored the day before. The group split in two, with Greg, Claude, Cam, Brock, Levida, Rose Ann, Neal, and Marian mapping west toward Granite Gap and Tracy, Mike, and Richard mapping east toward Leitendorf Pass. Rose Ann found a pen knife with a white inlaid handle. Both groups found rust on rocks, soldered-construction cans, and broken glass.

After lunch, we all headed to a mining area near the top of Leitendorf Pass – one of many mining operations in the backcountry around Lordsburg. The trail in this area can be seen on early Government Land Office (GLO) maps, but Tracy was not able to see any evidence of trail on the satellite images. The road off the highway was blocked by a locked gate. Since the area we wanted to check out was



Rose Ann Tompkins and Tracy DeVault looking for signs of the trail; the low ridge of rocks shows where the trail came through. *photo by Mike Volberg*

not far from the highway, we jumped the gate and walked to the area where we hoped to find trail. A ranch hand who was working in the area saw us, but much to our relief, he didn't mind us walking around. We found no evidence of trail in this area.

Driving back to Lordsburg, we checked out a road that could access another possible trail segment. Again a locked gate stopped us. Greg called it a day. In Lordsburg, Tracy and Greg uploaded and downloaded waypoints again.

Wednesday, October 29: Granite Gap Area

After we arrived at the Granite Gap pullout on Highway 80, Greg led us a short distance to where we turned onto Highway 145. We parked our vehicles on the side of the road and started mapping. Claude, Mike, Greg, Tracy, and Richard mapped to the east, away from Granite Gap, while Rose Ann, Brock, Levida, Cam, Dan, and Geri headed west.

For the first half mile, Greg's group found much sign of trail: swales, rust on rocks, broken glass, and pieces of soldered-construction cans. Early evidence of wagon travel was accompanied by evidence of later vehicle travel. We found a fender from an early automobile (circa 1915), pieces of a headlight lens made before the era of sealed-beam headlights, and a license plate dating from 1962. We ran into a flood plain containing a wide stretch of dense, thorny vegetation. Claude, Mike, and Greg returned to the vehicles. Richard and Tracy hiked on and found that after some distance the thick vegetation opened up into a hard-crust, mud-covered area with less vegetation. Tracy found a swale covered in thick grass that had eroded out to about a four-foot deep channel before disappearing into the bare flood plain. Along the trail we found two intact, light blue bottles. (Using information on web sites devoted to historical bottles [e.g. www.glassbottlemarks.com], Mike was later able to determine that the bottles were made between 1905 and 1910 by the American Bottle Company.) After that discovery, most signs of the trail disappeared. Heading west towards Granite Gap, the second group of mappers found trail evidence all the way to where mapping had stopped last spring. [See *Desert Tracks*, June 2014.]

We moved to a spot farther to the northeast. There was a large trail segment still to be mapped between the point where the west-traveling mappers had left off the day before and where Tracy and Richard, mapping toward the east, finished mapping this morning. Dan, Geri, Mike, and Richard drove to the east end of the trail segment to be mapped. Following the GOTO waypoints in his GPS, Richard hiked solo. He had excellent trail at first, finding rust, glass, and a horseshoe. Eventually he lost the trail in an expanse of deep and wide erosion channels. Soon, Richard came upon sandy and gravelly flats with grass and small bushes. In this area, Richard found an old "perfect" brown bottle. There was no trail evidence after that.

Mike and Richard went toward Rodeo, New Mexico, to see if they could find the Lieutenant Parke Expedition camp site by the San Simon River.⁷ As part of the Pacific Railroad Surveys, Lieutenant John Grubb Parke led an expedition through this area, camping on the bank of the San Simon River on March 3-4, 1854. On March 5, the expedition crossed the Peloncillo Range through Granite Gap. Unfortunately, Mike and Richard found only a single fence post by a USGS marker at the supposed campsite.

Thursday, October 30: Granite Gap, Doubtful Canyon, Juniper Springs.

The plan for the day was as follows: Greg and Richard would map from Granite Gap west towards the now-dry San Simon River. Claude and Tracy would drive into the west side of Doubtful Canyon. Claude had not previously



Greg McEachron ready for hunting trail. *photo by Richard Greene*

seen the west entrance, and Tracy wanted to revisit the canyon to do more work on his Eccleston route research. Rose Ann and Cam would work the Butterfield Trail east of the Steins Peak Stage Station. The group had found good trail evidence in this area on the spring 2014 trip, and Cam very much wanted to see if they could extend their findings.

Dan, Geri, Mike, Brock, and Levida planned to visit a Mormon Battalion camp site known as Juniper Springs. Levida had done research in the Keith Humphries files at the Geronimo Springs Museum,⁸ and armed with his maps and photos taken in the early 1990s, along with topographic maps, the group hoped to visit the site of Juniper Springs. This spring was the first water the Battalion found after several days of travel, and they camped here for a couple of days to recoup before going on to Guadalupe Pass. In the early 1990s, Humphries had taken photos of the site. One photo showed the remains of a huge juniper tree trunk that had the inscription “11/46” carved on it. November 1846 was the date that the Battalion had camped there. The group believed that since the trunk was so huge it should still be standing, even after 22 years. Dan Talbot’s knowledge of the Battalion route might contribute to solving the puzzle of the location of the springs.⁹ In this same area or very close to it is the site of the 1837 “Johnson Massacre.”¹⁰

Cam and Rose Ann headed for the east side of Doubtful Canyon, continuing where they had left off last spring. As they hiked west, they were able to continue finding trail as far as the ranch road. West of the ranch road, the numerous drainages made it too difficult to find any trace of the trail.

Greg and Richard drove back to the first ranch road west of Granite Gap near a GOTO waypoint on the trail. Greg was soon on the trail headed toward the San Simon River. He found rust, horseshoes, and glass. Richard moved his car to the far end of the trail and then mapped back toward Greg. Both Greg and Richard found the trail swales easy to follow with plenty of rust and artifacts: horseshoes, a perfect flask bottle, and broken glass.¹¹ Greg and Richard ended up at the same road that Mike and Richard had gone down to search for the Lieutenant Parke’s camp site the day before. Richard drove Greg back to his car, and they then completed mapping a small section going towards Granite Gap.

Tracy and Claude had considerable difficulty making their way to and through the western approach to Doubtful Canyon. Heavy rains since the last time Tracy had been there had eroded numerous places along the pipeline access road. Boulders and stumps had been washed down into the canyon, making travel difficult. Finally they reached the top of the drop-off into the canyon, only to find that after a short distance, large washouts completely stopped their progress.

The Juniper Springs group returned to Lordsburg in the afternoon. Even though Rose Ann had warned that they might run into locked gates, they had been hopeful that they would find a way in. They tried several access roads marked on the topographic maps, but each time they ran into locked gates. When they followed two-track roads up into the hills, the group wound up at a locked gate. They did not find the springs nor the old Juniper tree, but they did see several Border Patrol agents. Due to the recent rains from the hurricane in Mexico, the grass in the playa southwest of Lordsburg was high and there was water running in the washes that cross the highway.

The mapping trip was over. All of those still in the area headed for their respective homes the next morning.

Notes

1. Eccleston’s diary for his journey to California has been published as *Overland To California on the Southwestern Trail 1849: Diary of Robert Eccleston*. Ed. George P. Hammond and Edward H. Howes. Berkeley: University of California Press, 1950.
2. Siphon Canyon is the east entrance to the Apache Pass route across the Chiricahua Range. Most early travelers, the military, and the Butterfield Overland Mail crossed the Chiricahuas via Apache Pass.
3. James Henry Tevis came west in the 1850s. There is some evidence that he served in William Walker’s filibuster campaign in Nicaragua. He came to Arizona in 1857 and became agent at the Apache Pass Butterfield station. He later was appointed to raise companies of Arizona Rangers. He was captured by Cochise, but escaped through the intervention of an Apache friend. During the Civil War, he served for the Confederacy, first in the Southwest and later in the Louisiana campaigns. After the war he returned to Arizona where he worked as a miner, hotel operator, homesteader, member of the territorial legislature, and postmaster. For more information on

Tevis, see his posthumous autobiography *Arizona in the 50s*. Albuquerque: University of New Mexico Press, 1954.

4. After Tom Jeffords convinced Cochise to sign a peace treaty in 1872, Jeffords became the Apache agent at a short-lived reservation in the Apache Spring area. For more on the sites that can be seen in the Fort Bowie area, see the June 2013 issue of *Desert Tracks*.
5. Barney's Station lies between the Soldiers Farewell and the Steins Peak Butterfield stations, about five miles northeast of Lordsburg. It was named after D. M. Barney, a Butterfield company director.
6. In 1852, Eugene Leitendorf drove cattle from Illinois to California along the southern route. He dug wells in the area that later became the mining camp of Pyramid.
7. Lieutenant John Grubb Parke was a topographical engineer for the U. S. Army. He led the Pacific Railroad Survey for the 32nd parallel, from San Diego, California, to the Rio Grande. He later served as a general for the Union in the Civil War.
8. Keith Humphries was a civil engineer who explored the trails and history of southern New Mexico. Levida Hileman recently discovered a number of Humphries' papers in the Geronimo Springs Museum in Truth or Consequences, New Mexico. See *Desert Tracks*, January 2014.
9. Dan Talbot, who in recent years has been working with the Trail Turtles, is an acknowledged expert on the Mormon Battalion Trail through the Southwest. His book, *A Historical Guide to the Mormon Battalion and Butterfield Trail*, was published by Westernlore Press in 1992.
10. According to the website southernnewmexico.com/Articles/Southwest/Grant/JohnsonMassacre.html, John Johnson and a group of traders operating out of northern Mexico sought retaliation in 1837 for an Apache raid on the town of Moctezuma. They met with a group of Apaches and offered to trade with them. When they learned that the Apaches intended to ambush them, they went on the offensive and killed 20 of the Indians.
11. One of the interesting artifacts that Greg found was a bone. Using a photo of the bone, a medical doctor later identified it as from a human leg. The Turtles are considering returning to the site, recovering the bone, and having it carbon-14 tested for age and DNA tested to see whether it can be determined if the person was Native American or of European origin.

James Odin with his drone aircraft.
photo by Greg McEachron

Mapping With Drones

The fall mapping included a visit by Greg, Richard, and Tracy to Rodeo, New Mexico, to observe a flying drone demonstration by James Odin. Odin's drone is a fixed-wing RC airplane with a wing span of over six feet. The speed averages 25 mph and the altitude averages about 300 feet. The drone uses both powered and gliding modes and has to be landed on a smooth surface – Odin landed it on a local highway. The aircraft has an onboard video camera, as well as GPS, and can transmit real-time video of the ground that the plane is flying over. The video camera is down-linked to a large screen monitor in the back of Odin's truck. The video and GPS co-ordinates are displayed on a flat-panel screen. Control is via the monitor after the aircraft is too far out of range for visual control. The plane's rechargeable battery can power the engine and electronics for about 40 minutes of flying time; the re-charge time is about 30 minutes. The drone has an automatic "go-home" capability when transmission is lost or the battery is low.

The demonstration showed the potential of aerial real-time video for investigating trails. For mapping, a hovercraft – i.e. a helicopter with a quad-type rotor vehicle, as opposed to a fixed-wing aircraft – would be preferable. This would allow finer scrutiny of the ground. The drone could be used in advance of the trail team, perhaps up to a mile. This would improve the efficiency in following the true track of the trail.

The drone and associated electronics cost about \$1,500.00. The Southern Trails Chapter should consider this technology as a tool for investigations of historic trails.

Greg McEachron



Tour of Cerrillos, New Mexico

*Conducted by Bill Baxter, ¹ August 16, 2014.
Transcribed, edited, and photographed by Deborah
and Jon Lawrence.*

Background

Welcome to Cerrillos.² Residents of Cerrillos celebrate the official founding of the town as March 7, 1880. The land was acquired in 1871 by Stephen B. Elkins.³ He bought 606 acres for \$2.50 an acre from the government, with knowledge that a railroad would get here sooner or later. It turned out to be later. He knew this would be a likely stopping place for the railroad because of good water and good coal. By early 1880, the road bed for the steam engine railroad had been laid, and they worked down from Lamy laying tracks. The first steam train got here in the middle of February 1880. By the middle of April, it was already in Albuquerque. So for a brief period of time, the only people here were those waiting for the railroad to arrive. When the railroad did get to Cerrillos, hordes of people descended on the place. This is part of the reason that there were a lot of bars and the related “entertainment” industry. The train station didn’t appear until 1882. If you want to see the Cerrillos train station today, you will find it in the town of Macintosh.⁴

If you don’t know about Stevie Elkins, you are missing a large chunk of New Mexico history. He is the man you love to hate: a real slime-bag. When Elkins, who was from Missouri, was a young man in his early 20s, the Civil War broke out. There was a strong component of sympathy towards the Confederacy in Missouri, but it wasn’t universal. Elkins joined the Union and became a captain in the Kansas militia. Almost immediately he was captured by a group of Confederate raiders led by William Quantrill. Quantrill’s normal practice was to kill the captured officers, to offer parole to the enlisted men after they promised not to raise arms against the Confederacy, and then turn them loose. Elkins had spent a year or so before the war teaching school. Cole Younger and his brothers, who were a part of Quantrill’s raiders, had been among Elkins’ students. They were sympathetic to their teacher who had just been caught and they pleaded for mercy on his behalf. The story that subsequently gets told – we don’t actually know what happened – is that Elkins

immediately resigned his commission in the U. S. Army and left the theater of battle for Mesilla, New Mexico, where he set up a law practice. That was the beginning of his career of fraud, land stealing, and wealth accumulation in New Mexico.

In 1866 after the war was over, he convinced one of his classmates from the University of Missouri, a man named Tom Catron,⁵ to come to New Mexico because the pickings were great here. Catron, who had been in the Confederacy, wanted a legal career, but as an ex-Confederate, he couldn’t practice law back in the States. He could, however, in the territories. Catron followed Elkins in his career. Every time Elkins moved up in office – which he did almost yearly – Catron moved into the still warm seat that Elkins left behind. Tom Catron was in every sense the disciple of Elkins. They were sharks swimming together: Elkins and Catron and a few others who are known collectively as the Santa Fe Ring.⁶ They didn’t always cooperate and if someone showed weakness, they would jump on that person.

This town, the land we are standing on, was owned by Stevie Elkins, but the lots were sold by Catron,⁷ who was Elkins’ agent. But then Elkins screwed Catron out of some major interests in the Mesita de Juana Lopez Grant⁸ and the Ortiz Mine Grant.⁹ In compensation, Elkins effectively gave Cerrillos to Catron so that he could sell the lots and Catron could keep the money. That is how this place got platted.

By the time that Cerrillos was established, Elkins wasn’t here anymore. He was creating a career in the East. He was President Harrison’s secretary of war from 1891 until 1893. As a reward, he was shortly thereafter elected senator by the legislature of West Virginia. He spent the



Bill Baxter.
photo by Alan “Mac” Watson

rest of his life as a senator from West Virginia. There is a town in West Virginia called Elkins.

By 1891, Cerrillos was very optimistic about its future. They knew that development was coming because of the Cerrillos coal mines. People were getting rich in the Cerrillos Hills. The railroad was here. This town could do nothing but grow and get bigger and better.¹⁰ They incorporated in 1891. As an incorporated city, they had to provide their own services and raise their own taxes. As long as they were growing and things were booming, that worked fine. But it didn't work, and they dis-incorporated in 1905. Today if you want police help, you call the county sheriff. The population of Cerrillos may have peaked at around 2,000. Today it is about a quarter of that – 250 to 500. The town can no longer support a large number of people. Although we do have a water supply, it is very restricted. There are two big wells and the water is held in 10,000 gallon holding tanks. We do not have sewage. A number of the buildings are occupied by artists, and many buildings are for sale.

When this town was founded, it was initially called New Town. We think Tom Catron gave it the name "Cerrillos Station." It kept that name for 15 years. Now, of course, we just call it Cerrillos. The town has never been named "Los Cerrillos." The latter name applied to a Mexican-era land grant seven miles north of here, next to Sitio de los Cerrillos. Because of this, when an old document says someone was born in Cerrillos, you have to look at the date.

Cerrillos was an Anglo town, but the people of New Mexico were not heavily Anglo. Many of the people who lived here came from a Hispanic cultural background. One of the characteristics of this town is the number of Italian immigrant families that lived here. From the 1890s through the 1920s, Italian was the dominant language in Cerrillos . . . more than Spanish, more than English. A number of people listed on the 1900 census were monolingual in Italian and got along just fine. More than 200 Italians were here at the turn of the century. They ran businesses. We have a reference from a traveling salesman from Brown and Manzanara,¹¹ the big wholesale firm out of Las Vegas, who sent a cable to the head office in Santa Fe, saying, "Tomorrow I am going to go visit the



The What-Not Shop.

Italians." That was all he needed to say – they knew that he meant he was going to Cerrillos. Given the Italians, the Hispanics, the Irish, and the Polish miners, it was largely a Catholic community. The Catholic Church here dates to probably 1883-1884; however, the one you see today dates only to 1922.

The Tour

Where you are standing was the main north-south road, *El Camino Alto*,¹² between Santa Fe and Tijeras from prior to 1879 to about 1930. It went right through the middle of town.

The earliest records from 1893 show two structures on the east side of First Street that today are the What-Not Shop. They were both saloons. By the late 1890s, they had merged into one large saloon. You are getting a feel for the culture of the town! During Prohibition they sold a lot of soda pop here. If you asked for it in the right way, you could get something a little more substantial. Between the saloons there is a tunnel that runs from basement to basement. In typical fashion, when the sheriff was planning a raid, the saloon got a warning the night before so that they could move all of their stock from one building to the other. When the sheriff showed up the next morning, they were clean. A number of those tunnels are still here. We find them when they collapse. The people that occupied this town were primarily miners, and they knew how to make tunnels.

Just to the left of the What-Not Shop, was Sam Wa Sing's Laundry. Next to it, Sam Sing ran the California Café which was, as far as I can tell, the first Chinese restaurant in Cerrillos. We are talking about 1888, 1889. Sam Sing had a bubbly personality and he was very popular in town. He could have run for mayor if we had had one then. He was famous for distributing silk scarves to all of the women on Chinese New Year. He became an American citizen. He dropped out of the picture by late 1892. We don't know where he went; there was talk about his returning to the mother country and taking the money that he had made here to build up a heritage house.

One of the stories in this town that I find most fascinating is about the Crutchfield family who started the Methodist church in 1884. The Crutchfields were from North Carolina. The patriarch, the father, Isaac N. Crutchfield, became the first pastor of the Methodist church here and his eldest son the second pastor. They went on to found Methodist churches in Socorro and Pecos and other places.

One of the sons, Zadock M. Crutchfield, or Zed Crutchfield, didn't see fit to follow the family's religious tradition. He became the constable, the deputy sheriff of Cerrillos. In 1891, a man named [James] Fairweather, a young English miner from the Cash Entry Mine¹³ two miles north of town, had quit at the end of the month and came down to Cerrillos to catch the train to go to Kingman, Arizona, to get a better job. He had his last paycheck in his pocket. He was waiting for the train. He got a little tipsy and started shooting his pistol into the air, something that the other people around here didn't take kindly to. Zed Crutchfield was called and found Fairweather in Sam Sing's California Café. Zed went into the café. There was one shot fired, and then Zed walked out of the café. James Fairweather had been shot through the heart. He was buried. He had no local relatives. There was an attempt to contact his family back in England – I don't know whether it was successful.

The nearby mining town of Madrid got started in January 1892,¹⁴ and it came to fruition by August. Zed hired himself as a night watchman for "the company" to confront the miners – who had been digging coal up there for the last 10, 12, 15 years – as trespassers who shouldn't be allowed to get back in their mines again. Again, shots were fired.

There is a finale to the story. The 1892 Fourth of July festivities got out of hand, again right here on Railroad and First Street. Geronimo Gonzalez and his brother Hernan fired shots into the air. Zed approached them and used the same tactic. He shot Hernan in the stomach, which is a slow but fatal death. The bullet passed completely through Hernan and hit his brother, who was standing behind him, also in the abdomen, causing a second slow and fatal death. At the time, people sat around and waited for them to die because it is not a homicide until the victim is dead. It took almost a week for them both to die. The difference from the Crutchfield case is that this time the dead men had a local family – in La Cienega. The Gonzalez family members were not going to let this one go. Within ten days, Zed Crutchfield wasn't in Cerrillos anymore. The rumor on the street is that he lit out for Texas to save his skin. But that was only a rumor. Given the practices of the time, some of us think that the remains of Zed's body are at the bottom of one of the disused mines up in the hills. In any case, Zed disappeared.

To the right of the What-Not Shop is the ice house. In the winter time, they went down to the frozen pools with a saw, cut the ice into blocks, and hauled them here by wagon. They packed the blocks in the ice house with sawdust. By the time summer rolled around, there was still ice in there, which they could sell.

This [empty field] was Tony Tappero's saloon.¹⁵ Tony Tappero was the father of Mary, who owns the bar across the street. They were one of the many Italian families here. Mary still speaks Italian. Built sometime after 1884, the building that is now Mary's Bar functioned as a restaurant and post office, and later as a stationery store. Tony Tappero bought the building in 1918 and replaced it with this current structure. For nearly two decades, it served as the Sahd Brothers' general store. The Sahds were Levantine, of Syrian/Lebanese origin. There were other people in town that shared that heritage; they were Middle Eastern Christians. In 1936, Tony and Catherine Tappero opened the Cerrillos Bar here, with their daughter Mary and her husband Leo Mora. Mary and Leo took it over in 1977. This was the Cerrillos Bar until the filming of *Young Guns*.¹⁶ They shot much of *Young Guns* in Cerrillos, and they didn't want the sign to say Cerrillos Bar, so they put up a sign that said "Mary's Bar" and we have kept it.



Mary's Bar.

This two-story structure was built in 1892. At various times it housed a bar, a drug and novelty store, a dry goods and grocery store, a feed store, and a meat market. On the upper floor were the Knights of Pythias lodge quarters, and also hotel rooms. Tony Simoni moved from Madrid to Cerrillos in 1914, and in 1919, for \$3,000, he bought this building and ran his grocery here. Upon Tony's death in 1956, this building passed to Edith and Corrina Simoni. Corrina, the last of the original Cerrillos Simonis, died in 2011. She was one of my major sources for the history of this town.

Tony Simoni was the man that probably started the Italian immigration to this corner of the world. He went back to Italy and said: "There are jobs waiting and you don't need to learn English. You can function in Cerrillos just fine without it." A lot of people followed him. When Madrid got going, Tony Simoni was one of the active participants there. He did some mining, he did some selling. But the problem was that he also did some recruiting for unionization of the work force. And Oscar Huber¹⁷ didn't like that. Oscar expelled Simoni from Madrid. Then he came three miles down the road, just across the line, and he set up shop here. Cerrillos was not a major anti-union town. They didn't have a stake in it, so they didn't mind the feelings about the Union here. This became kind of a festering sore in the eyes of Oscar Huber. Tony Simoni led the union sympathizers here. He was the chief perpetrator.

You are standing under what is sometimes called the hanging tree. We have no historical reference to anyone ever being hung from it, but if you ever found someone who needed hanging, this would be the logical place. This Rio Grande cottonwood was planted by Joe Vergolio in 1905. He planted three of them – this one here and two others along the side – in return for beer. The two on the side are gone. These trees rarely live for a hundred years.

The original St. Joseph's Church was built about 1884 – which is also when the Cerrillos Methodist Church on the far end of Waldo Street was built. The building that today is St. Joseph's Church – Iglesia de San José – dates from 1922. It was built under the direction of Franciscan Father Hesse. In 1939, Cerrillos became a Parish. Between 1960 and 1964, the Franciscan padre in Cerrillos was a now-famous man named Fray Anglico Chavez.¹⁸ He was the twelfth Franciscan to serve here. During that period Fray Chavez also rebuilt the church of San Francisco de Paola at Golden.¹⁹ Father Donnen, who retired after nine years of service in 2002, was the last Franciscan pastor to serve in Cerrillos. St. Joseph's is presently under the Archdiocese of Santa Fe and is no longer Franciscan.

The Bernadelli House, built in 1886, served as a residence with an attached saloon, and later as a dance hall, an undertaker's parlor, and a silent movie theatre. The stone work was reputedly done by Monier and Coulloudon, two French masons imported by Archbishop Lamy.²⁰



Simoni Building.

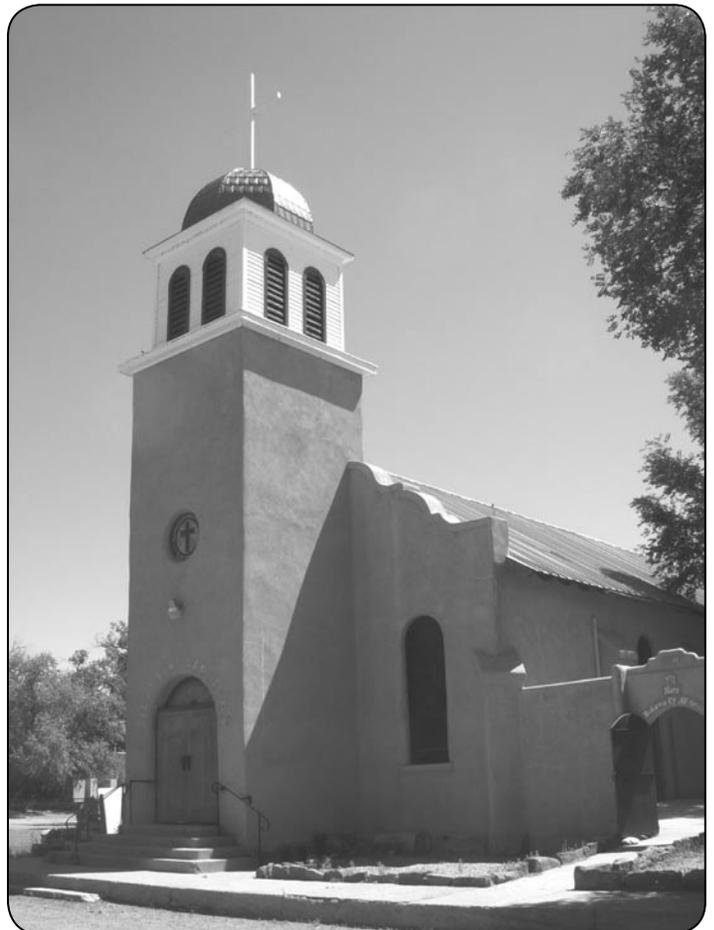


The Hanging Tree.

Another enterprising, intelligent member of the local community in the 1890s was N. B. Laughlin.²¹ He always used the initials because he didn't like his first name: Napoleon Bonaparte. N. B. Laughlin was a circuit court judge. He even spent some time on the New Mexico Supreme Court. He was antagonistic toward the Santa Fe Ring and Catron in particular. N. B. Laughlin created his own Cerrillos realty company in the 1890s to sell and resell the lots here. The modern incarnation of N. B. Laughlin's real estate company is Barker Realty in Santa Fe. If you go to their website, they have a modestly good history of their initial operative, N. B. Laughlin.²²

This building, the Rosendo Ortiz' Grocery, was built sometime after 1902. The grocery opened for business in 1926, when Mr. Ortiz was 33 years old, and continued at this location until the early 1960s. It was among the most important places in town during the Depression. Apart from the fact that he had a billiard table, the main reason for this is that he was the agent for the Galisteo Company which controlled the Ortiz mining grant. During the Depression local citizens who couldn't find any other job could get a permit from Rosendo to go into the Cerrillos Hills and dry-wash the gravel to get gold. By 1932 Roosevelt was President and there were restrictions and fixed prices placed on gold. All gold had to go to the Denver mint, and Rosendo was the agent who made sure it went that way. We think a lot of it made it to Denver.

Here we are on the corner of Second and Railroad at Doc Richard's Drug Store. One of the first children born in Carbonateville – a town two and a half miles to the north of here, which no longer exists – was to Doctor Joseph R. Richards and his wife Celina in June 1881. Three months later the family moved to the new town of Cerrillos and into a two-story wooden residence on this site. The Richards rented out the upstairs and lived downstairs. Doc Richards ran his drugstore business²³ out of the small wooden building next door, on the corner of South Railroad and Second Streets. Most of the storefronts on this entire block were built of wood. On the night of June 29, 1890, a fire started in or near the Spiegelberg warehouse,²⁴ and it burned everything down on this block, including Doc Richard's residence and drugstore. Immediately, Doc Richards started rebuilding. And he rebuilt in a manner that if there was another fire it was not going to burn him out.²⁵ So this building dates from the fall of 1890.



St. Joseph's Church.



Richard's Drug Store.

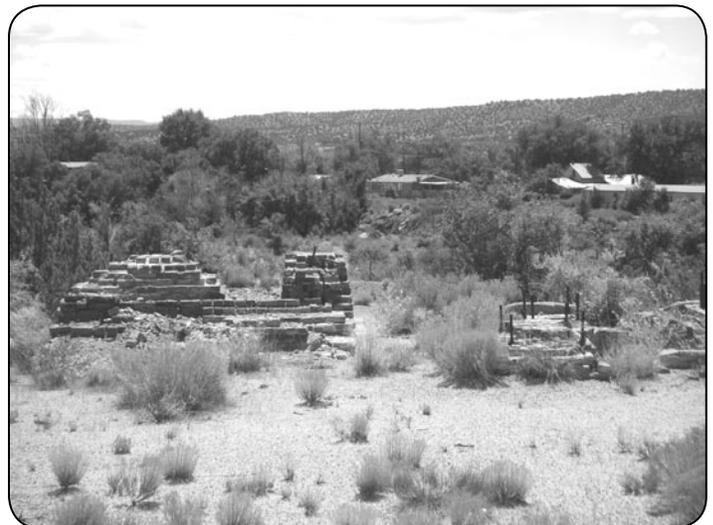
During Prohibition a raid took place on the building, which was being used at that time as a multi-faceted “entertainment complex.” An apocryphal story is that the madam was not warned in time to get her stock out, so when the sheriff knocked on the front door, she resisted by shooting blindly through the door. In 1968, and appropriately enough, Doc Richards’ fireproof building became the first fire house of the Turquoise Trail Volunteer Fire Department.²⁶

Across the railroad in the San Marcos Arroyo was the site of the Mary Mining & Smelting Company. The Mary was built in 1897. They mostly refined galena ore, separating out the components (lead, silver, and zinc). The Mary’s smelters could process 250 tons of ore per day. It was named after the Mary mines near Magdalena, in Socorro County, which were owned by Captain Ballue and his partners. They trucked or trained their supplies to Cerrillos, where coal was available. They ran a pipeline from the best springs in the Cerrillos Hills down here to provide water, and they had a booming business.²⁷ Unfortunately, the water is highly mineralized and the pipe began to calcify. It is today completely blocked with calcium deposits. The company was sold and later reopened as the Consolidated Mining & Milling Company. The new venture prospered and, at its peak in 1913, Consolidated had 100 men working in shifts on its 120-ton lead smelter, but by 1918 the Consolidated M. & M. Co. was defunct. You would think that during World War I they could use all the lead they could make, but it didn’t work out that way. The

heavily contaminated site of the Mary and Consolidated works was cleaned up by the U.S. Environmental Protection Agency in 2002.

Here we are on Main Street at the Clear Light Opera House. Despite its name, this was not an opera house. We have no evidence that an opera, light or otherwise, was ever performed here. The plaque on the building states that it was built by Stephen B. Elkins to encourage the development of his new town. Bull-puckey. The lot was acquired before 1884 by William C. Hurt, who was an enterprising ex-Confederate from Tennessee who had been injured in the Civil War. He came to New Mexico in quest of health and he ultimately died here. Hurt’s Hall, which he built, was the frequent venue for dances and amateur theatricals and other entertainments. One of the activities in a place like Cerrillos before radio or television and when there was a lot of illiteracy, were the *bailes*. Every weekend they would have a dance here. It would cost 5 cents or 10 cents to get in. Everybody came. It didn’t matter how good or bad the music was. The plaque on the building also says that Sarah Berhardt was among the performers here. Bull-puckey number 2. W.C.’s wife and later widow, Maud L. Hurt, continued the social-venue tradition, until finally she finally sold the building in 1903 for \$305 to the Cerrillos Masonic Lodge.

On the southwest corner at Main and Third Street was a two-story masonry hotel. As befitting the hotel, it was called the Palace. The grandest hotel in Cerrillos, the



Ruins of the Mary Mining and Smelting Company’s building.

Palace was built by the enterprising Richard Green in 1888. He was one of the cooperating wildcat coal miners in Madrid – he cooperated with the company. The hotel was operated by his wife Mary. The plaque states that Palace guests included ex-President Ulysses S. Grant, and other guests reputedly were Thomas Edison and Sarah Berhardt. There is no evidence for any of that. The hotel also housed the town doctor. A story that has been repeated by the likes of Marc Simmons is that the upstairs doctor’s office had a blood stain on the wooden floor that was the blood of Black Jack Ketchum.²⁸ He had had a rough time in a holdup and he was in need of medical care. Dr. Palmer, at the point of a gun, treated the outlaw in his second floor office. The trouble with the story is that the years don’t match. It is ten years off. The Palace Hotel was destroyed by fire in 1968.

This is the last stop: the Juan and Bartola Padilla House on Third and River Street. Lillian Padilla²⁹ is here with us today. Her grandfather came to this town in 1902.³⁰ Juan was born at La Bonanza, a now-deserted sheep raising and mining camp on the old Santa Fe road, seven miles north of Cerrillos near where the original Los Cerrillos was. Today the site of La Bonanza is within Bonanza Creek Ranch, and is a popular location for movie making. After Juan married Bartola Baca, of Peña Blanca, the couple came here. He worked in the coal mines in Madrid. He commuted on foot to his work. Juan built himself a pretty good-sized house for its time. Juan and Bartola occupied the first house on this lot after their marriage in 1904,



Padilla House.

and their 14 children grew up here. This was a time when large families were the norm. Servino arrived in 1905, followed by Felix in 1906, Antonio in 1907, Conrado in 1909, Ignacio in 1911, Pedro in 1914, Lillie in 1916, Pita in 1918, Jeronimo in 1920, Frank in 1923, Simonita in 1925, Tita in 1927, Roman in 1928, and Juan Jr. in 1931. Think for just a moment what Bartola went through. Good genes, strong family, small house. You can’t imagine how you would get everybody into what we now would regard as a pretty small house. But it was the norm. That’s what life was like here.

Endnotes

¹ Prior to his retirement, William Baxter worked on computer systems in San Francisco. He came to Cerrillos in 1997. He was the chair of the Santa Fe County Open Space and Trails Committee, and he is the steward of the San Marcos Pueblo for the Archaeological Conservancy. The author of *The Gold of the Ortiz Mountains: A Story of New Mexico and the West’s First Major Gold Rush* (Lone Butte Press, 2004), Bill is currently working on a history of Madrid.

² The village of Cerrillos is located in the Cerrillos Mining District. The hills contain deposits of copper, silver, lead, zinc, iron, gold, and turquoise. During the 1850s and 1860s, the Cerrillos Hills were controlled by the Delgado family. In 1861, the Delgados leased the Mina del Tiro, and when the mine collapsed, the miners refused to return to work. In 1870 the government rejected the Delgados’ claim to the land and opened the area for purchase. Two miners from Leadville, Colorado – Robert Hart and Frank Dimmick –recruited other Colorado



The Clear Light Opera House.

miners to come to the area, creating a rush to the Cerrillos Mining District. See Daisy Levine and Linda J. Goodman's *An Archaeological and Ethnographic Survey Within the Cerrillos Mining District, Santa Fe County, NM* (Albuquerque: Museum of New Mexico Office of Archaeological Studies, 1990). See also "Tri-Cultural Use of the Cerrillos Mines" (2007) by Frances Joan Mathien at www.cerrilloshills.org.

³ Stephen Benton Elkins (1841-1911) quit his teaching job to serve in the Union Army as a captain of militia in the Seventh Missouri Infantry – he would fight both his brother and father, who had joined the Confederate Army. Although he was captured by William Quantrill's raiders, one of Quantrill's party, a former classmate, protected Elkins so that he was able to return to Missouri. He moved to the Territory of New Mexico in 1864. He was admitted to the bar and commenced practice in Mesilla. He was a member of the Territorial House of Representatives (1864-1865), district attorney for the Territory of New Mexico (1866-1867), attorney general of the Territory (1867), United States district attorney for the Territory (1867-1870), and a Republican Delegate to the Forty-third and Forty-fourth Congresses (1873-1877). In 1876, Elkins moved to West Virginia. He was appointed Secretary of War by President Benjamin Harrison (1891-1893).

⁴ Macintosh is in Torrance County. Today the Cerrillos train station is a private residence.

⁵ Like Stephen Elkins, Thomas Benton Catron (1840-1921) was a native of Missouri. During the Civil War, he joined the Confederate Army, serving in a unit under Sterling Price's command. After the war, he was appointed District Attorney for the Third Judicial District of New Mexico (Doña Ana County), and he served until 1868. In 1869 he was appointed Attorney General of New Mexico. In 1872 he was appointed United States Attorney for the District of New Mexico, an office previously held by his law partner, Stephen Benton Elkins, who had been elected to Congress. Catron served as U.S. Attorney until 1878. He moved to Santa Fe and was elected to the New Mexico Territorial Council in 1884. He served again in 1888 and 1890. As a lawyer, he became familiar with the intricacies of old Mexican land grants and consequently gained an interest in or clear title to 34 grants totaling 3,000,000 acres. The largest single land owner in New Mexico, he was a leader of the group of land speculators known as "The Santa Fe Ring."

⁶ The Santa Fe Ring was a group of powerful attorneys and land speculators in post-Civil War New Mexico Territory. It amassed a fortune through political corruption and fraudulent land deals. For information on the Ring, see David L. Caffey's *Chasing the*

Santa Fe Ring (Albuquerque: University of New Mexico Press, 2014).

⁷ Stephen Elkins' agency for the disposal of the 606 acres he had acquired 1871 was the the Cerrillos Town Company.

⁸ Domingo Romero and his two half brothers, Miguel and Manuel Ortiz, petitioned Governor Juan Bautista de Anza for a grant covering a tract of vacant land at the foot of the Mesita de Juana Lopez for the pasturing of stock. In 1782, Anza, aware that the grant would provide protection to Santa Fe, approved the grant.

⁹ In 1871, Steven B. Elkins acquired over 600 acres of land on the Galisteo River where he intended to develop Cerrillos Station. In 1879 he acquired the New Mexico Mining Co. as well as the entire 108 square mile Ortiz Mine Grant.

¹⁰ For more information on Cerrillos and the mining district that surrounds it, see Marc Simmons' *Turquoise and Six Guns: The Story of Cerrillos, New Mexico* (Santa Fe: Sunstone Press, 1974).

¹¹ The firm of Browne and Manzanares was originally in Kansas City, Missouri, but relocated to Las Vegas, New Mexico.

¹² There were two main roads between Albuquerque and Santa Fe. *El Camino Real* ran close to the Rio Grande from Albuquerque to *La Bajada*, where travelers had to negotiate a very steep grade before reaching Santa Fe. *El Camino Alto* (State Highway 10) went to Santa Fe by way of Tijeras, Golden, Madrid, and Cerrillos.

¹³ Situated three miles north of Cerrillos, the Cash Entry Mine is one of the deepest mines in the Cerrillos Mining District. It was first operated by the Boston-New Mexico Mining Company.

¹⁴ Madrid, a town south of Cerrillos, began as a coal mining area. It was owned and operated by the Albuquerque and Cerrillos Coal Company. Oscar Huber worked for the company beginning in 1910 and eventually bought the company. Huber is credited for paving the town's streets, building new homes on lots made vacant by fires, constructing a six-room hospital, and arranging for the use of electricity. One bulb was included in a house's rent.

¹⁵ In 1936 Tony Tappero and Catherine Tappero opened the Cerrillos Bar. Their daughter Mary and her husband Leo Mora took it over in 1977.

¹⁶ Hollywood has used Cerrillos' old west backdrop to film movies such as *The Nine Lives of Elfego Bacca* (1958), *Shoot Out* (1971), *Convoy* (1978), *Outrageous Fortune* (1987), *Young Guns* (1988), and *Vampires* (1997). Remnants of the production of *Young Guns* include a sign "Wortley Hotel" on a two-story stucco wall, but the authentic Wortley Hotel is in Lincoln, not in Cerrillos.

¹⁷ See footnote 16.

¹⁸ Reverend Fray Angelico Chavez (1910-1996) was a Franciscan priest, historian, author, poet, and painter. “Angelico” was his pen name. (He dropped the accent marks from this name). Born in Wagon Mound, Chavez moved with his family to San Diego, California, in 1912, where his father worked for the Panama-California Exposition. See Ellen McCracken’s *Fray Angélico Chávez: Poet, Priest, and Artist* (Albuquerque: University of New Mexico Press, 2000).

¹⁹ See endnote 22.

²⁰ Jean Baptiste Lamy, the first Catholic bishop (later archbishop) in New Mexico, sought skilled craftsmen such as Monier and Coulloudon to build Santa Fe’s St. Francis Cathedral in a European style. Quintus Monier (1853-1923), a naturalized French architect who was highly regarded for his construction of the stone cathedral and other buildings in Santa Fe, was asked to build St. Augustine Cathedral in Tucson in 1897. It was the first large brick building in the town. Monier stayed in Tucson where he established a brickyard on West Congress Street. Many buildings in Tucson were built with Monier’s bricks, including St. Mary’s Sanitarium, the Southern Pacific Roundhouse, and several University of Arizona buildings. François-Guillaume (William) Coulloudon (1855-1918) sailed to New York from France, took the train to Topeka, Kansas, and walked down the Santa Fe Trail to Santa Fe in 1872. After the cathedral was finished, he worked on several other buildings in Santa Fe. He also invested in a sheep ranch in Tierra Amarilla, New Mexico. He moved to Albuquerque in the 1880s where he helped build landmarks in that town. Unfortunately, there is no evidence that the stone work in the Bernardelli House in Cerrillos was done by Monier and Coulloudon.

²¹ Born in Illinois in 1844, ex-Confederate Napoleon Bonaparte Laughlin came to the Cerrillos Hills in the spring of 1879 by way of Dallas, where he had practiced law. He was elected recorder of the Cerrillos Mining District and served for three years. He became the judge of the First Judicial District (Santa Fe) and was also a justice of the New Mexico Supreme Court from 1894 to 1898 during the second Cleveland administration.

²² For the Barker Realty website, see http://www.santaferealestate.com/eng/our_story.

²³ Richards’ store supplied medicines, stationery, and household goods. Joseph Richards was not only a merchant, but he was a postmaster and a miner. He formed several partnerships for at least six mining ventures. In addition to his drugstore on block 9, he owned six lots in block 1.

²⁴ The Spiegelbergs were the premier mercantile family in Santa Fe.

²⁵ Richards’ replacement structure was a one-story rectangular adobe building with a dressed sandstone foundation, a partial basement, and a noncombustible roof. At the front (north) side, the double-adobe wall is faced with a red brick storefront. See the *Cerrillos Rustler*, Vol. III, No. 10.

²⁶ Today the building is being restored by David Campbell. Using historic photographs and Sanborn Maps, Campbell intends to restore the exterior to its 1890s appearance and to rehabilitate the interior for use as a restaurant.

²⁷ The gravity-fed pipeline brought water from the Mineral Spring, a mile up in the Arroyo de las Minas, down to the smelter works. Remnants of that pipe can be seen today in the Cerrillos Hills State Park in the vicinity of the Mineral Spring.

²⁸ Thomas Edward “Black Jack” Ketchum (1863-1901) was a cowboy who turned to a life of crime. In 1901, he was captured and hung in Clayton, New Mexico, for an attempted train robbery. Unfortunately, the residents of Clayton had no experience in hangings. Ketchum had gained a significant amount of weight during his time in jail and the rope was too long. Consequently, he was decapitated when he dropped through the trap door. See Jeff Burton’s *Dynamite and Six-Shooter: The Story of Thomas E. ‘Black Jack’ Ketchum* (Santa Fe: Sunstone Press, 2007).

²⁹ Lillian Padilla Autio is the granddaughter of Juan and Bartola. She is currently working on a compilation of the Padilla family history. She can be contacted at Juansown@gmail.com.

³⁰ Lillian Padilla’s biography of her grandfather can be found at <http://www.cerrillosnewmexico.com/cerrillos-families/juan-padilla>.



The sign on the side of the Simoni Building was painted for the movie *Young Guns* to represent the Wortley Hotel in Lincoln, New Mexico.

Southern Trails Chapter 2015 Symposium Silver City, New Mexico, April 8-11, 2015

The upcoming Southern Trails Chapter Symposium will be held at the historic Light Hall Auditorium at Western New Mexico University in Silver City from April 8 through April 11, 2015. The tentative schedule is as follows:

Wednesday, April 8	6:30 p.m.:	Conference Dinner at Silver City Woman's Club, (1715 Silver Heights Blvd.)
Thursday, April 9	8:30-9:00 a.m.:	Registration
	9:00-12:00 a.m.:	Speaker Presentations
	12:00-1:00 p.m.:	Lunch at WNMU cafeteria
	1:00-4:00 p.m.:	Speaker Presentations
	6:30 p.m.:	Bar
	7:00 p.m.:	Conference Dinner at the Pinos Altos Buckhorn Opera House followed by Chautauqua performance
Friday, April 10	9:00 a.m.:	Speaker Presentations followed by STC Chapter Meeting
	12:00-1:00 p.m.:	Lunch
	Afternoon:	Visits to the Silver City Museum or Fort Bayard Museum
Saturday, April 11	All Day:	Tours: 1) Gila Cliff Dwellings 2) Fort Cummings 3) Local Trails for Hikers and Birders 4) Mining Tour

As currently scheduled, the speakers will include Marilyn Markel (Trading Trails of Mimbres Indians), Anthony Romero (Janos Trail), David Remley (Kit Carson in Silver City Area), Doug Dinwiddie (Lieutenant Emory), Tom Jonas (Mapping Emory), Doug Hocking (Mountain Men), Ron Henderson and Bill Kupke (Military Trails), Paul Harding (El Camino Real), Susan Berry (Early History of Silver City), and Terry Humble (Mines of Grant County).

Hotels: The Palace (575-388-1811); The Murray Hotel (575-956-9400).

Motels: Holiday Inn Express (575-538-2525); Econo Lodge (575-534-1111);

Bear Creek Motel and Cabins (in Pinos Altos; 575-388-4501).

RV Campgrounds: KOA (575-388-3351); Rose Valley RV Ranch (575-524-4277).

Please check the chapter website (southern-trails.org) for updates to the conference schedule.

For questions and suggestions, contact Cecilia Bell (ceciliajb@aol.com) or Jud Mygatt (jvm@onemain.com).

Southern Trails Chapter

Oregon-California Trails Association



OCTA:
The Oregon-California
Trails Association



The Cerrillos Hills, seen from the south.
photo by Deborah Lawrence



The courtyard of the Old Santa Fe Trail
Building in Santa Fe, New Mexico.
photo by Jon Lawrence