

Desert Tracks

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

January 2013



Foster's Hole

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

Past issues can be found via a link on the Southern Trails
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Richard Greene at Foster’s Hole
photo by Greg McEachron



Lake Valley
photo by Greg McEachron

From the Editors

To our mind, the Southern Trails Chapter's Trail Turtles are the best mapping group in the country. Last summer, the Turtles were presented with the OCTA Distinguished Volunteer Award. We congratulate them for this long-overdue tribute and look forward to the continuation of their outstanding work in locating and promoting the southern pioneer trails.

Don Couchman's 1990 book, *Cooke's Peak – Pasaron Por Aqui*, is an important resource for understanding the trails of southwestern New Mexico. Couchman's article on this topic, "A Road of Many Names," was read by Tracy DeVault last February at the Southern Trails Chapter's symposium in Las Cruces and is included herein.

Gerald Ahnert's 1973 book, *Retracing the Butterfield Overland Trail Through Arizona*, has long been one of the major publications on the historic trails of the area. Based on 40 years of continued research, he has recently published *The Butterfield Trail and Overland Mail Company in Arizona*, which we review in this issue. We have also included a brief article by Ahnert which focuses on his research methods for locating the trail. We would like to apologize for a comment that we made in the June 2012 issue of *Desert Tracks*, which claimed that Ahnert "promotes the use of metal detectors to locate artifacts" (28 n 4). As can be seen in the accompanying article and on page 140 of his new book, he is quite proactive in encouraging people to follow the antiquities laws and, in particular, to leave artifacts in place where they are found.

This fall, the Trail Turtles returned to southern New Mexico with the goal of locating two sections of the historic trail where the trail left the Rio Grande. Making use of a BLM monograph completed in 1996 by Joe Allen, the group was successful in finding many on-the-ground traces of the trail. The mapping trip was preceded by the placement of a marker at the grave of John Chaffin, just west of Cooke's Spring. This has been a longstanding goal for the Trail Turtles, who were recently granted permission by the Las Cruces BLM to install the marker.

Two other recent books are reviewed in this issue. One concerns the archaeological excavations performed under

the direction of Sue Wade and Steve Van Wormer at the Carrizo Creek Stage Station in the Anza Borrego Desert. The reviewer, Walter Drew Hill, points out that the book not only contains an excellent history of the stage station and the historic trails in the region, but also gives the reader an understanding of how professional archeologists can extract information about the past from sites that have been ravaged by decay, flooding, and bulldozers. We also include a review of Anne Miller's recent book on the emigrant trail through Riverside County, California. Our friend, Rahm Sandoux of Irvine, CA, was sufficiently enthusiastic about the book that he drove the length of the trail in that area, following the directions given in an appendix of the book. His review emphasizes the manner in which Miller uses primary sources in her efforts to locate the trail in an area where development has removed all traces of the original route.

We would like to point out two features of this issue. The first is that the articles and book reviews concern most sections of the trail between the Rio Grande and the boundary of Los Angeles County: the Trail Turtles' report and Couchman's article deal with the trail in southwest New Mexico, Ahnert's article and book discuss the trail through Arizona, the book on the Carrizo Stage Station focuses on the Trail from Fort Yuma to Warner Springs, and Anne Miller's book locates the trail from the latter site to the Chino Ranch area. Second, this issue brings several "old timers" – Don Couchman, Gerald Ahnert, Joe Allen (now deceased), and Dan Talbot (who accompanied the Trail Turtles on their mapping trip) – to the fore. These individuals were working on the historic trails before the Trail Turtles came into existence. We are pleased to honor their past and present work.

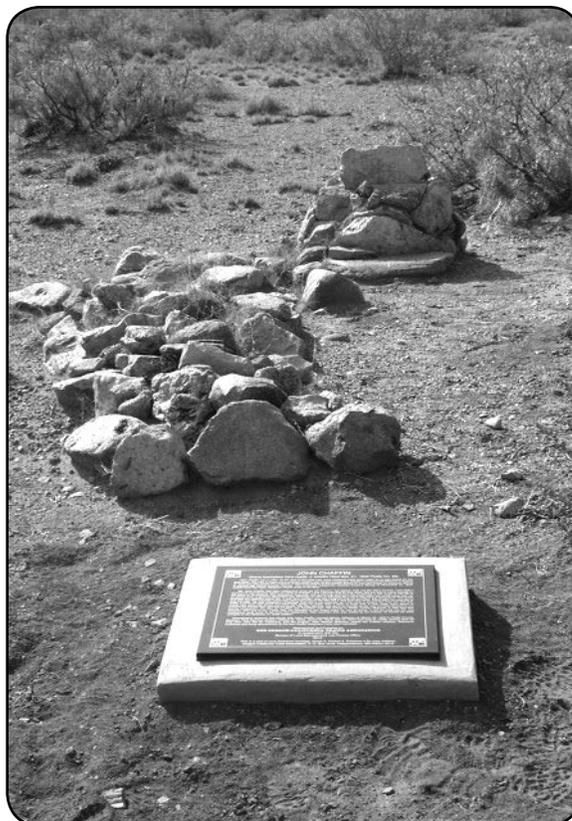
Rose Ann Tompkins' brief article on the history of the Southern Trails Chapter is intended to give new members an idea of "where we are coming from." We also thank Rose Ann for her contribution towards the printing costs of this issue.

The upcoming chapter symposium and OCTA board meeting in Tucson promises to be an exciting and informative event. We look forward to seeing you there.

Deborah and Jon Lawrence

Marker Placed at the John Chaffin Grave Site

After several years of negotiation with the Bureau of Land Management office in Las Cruces, the Trail Turtles were recently given permission to place a marker at the site of John Chaffin's grave. Chaffin died near the east entrance to Cooke's Canyon on November 21, 1849, while travelling to California from Platte County, Missouri. A quote from Benjamin Haye's diary that recounts the burial is given on page 11 in this issue in the article by Don Couchman. Early efforts by the Trail Turtles to find Chaffin's living descendants were described by Tracy DeVault in his article "Finding Ellajeon Bledsoe" (*Desert Tracks*, June 2006), and a photo of Judy and Tracy DeVault and Rose Ann Tompkins with Chaffin's great-great granddaughter Ellajeon Bledsoe is shown in the June 2010 issue of this publication. The marker was put in place the day before the Turtles' fall 2012 mapping trip, as described by Richard Greene in his article in this issue.





JOHN CHAFFIN



Grave inscription here reads: J. Chaffin Died Nov. 21, 1849 Platte Co. Mo

John Chaffin was a '49er. At the start of the gold rush many emigrant trains were made up of men bound for the gold fields. The men in these trains selected leaders and formed companies. Chaffin's company left Missouri in August of 1849 and later joined the company of Benjamin Hayes at the famous Santa Fe Trail site known as Diamond Spring in present-day Morris County, Kansas. The combined companies reached Cooke's Spring on November 21. John Chaffin died that night. Benjamin Hayes wrote in his diary:

"Mr. John Chaffin had been indisposed since we left Socorro, but always rode out the day's journey. Last night I learned he had become worse; on rising at daylight I was informed that he was dead. We are now in camp waiting for the grave to be finished. The morning is very cold, with a piercing wind from the southwest; a few drops of rain fell at an earlier hour; a genuine November day. Although he died at half past ten o'clock last night, the event made little stir amongst the sleepers round him. It was very sudden; very few imagined that his condition was dangerous. The grave was dug near the roadside; cedar logs were procured on the hills half a mile from the camp. There were no materials to make a coffin. He was wrapped in a blanket, then laid in his overcoat, as if the more to protect him from the chill sod. Cedar logs were laid above and filled with sprigs of cedar; then a layer of earth and, in fine, large rocks above to prevent the wolves from opening the grave. The rest, like this, was done by friendly hands, and we bade farewell to our worthy companion. He was an amiable and excellent man. He leaves in Platte county, Missouri, a wife and four children. Not one of us, I dare say, but thought of her bright hope for him at home. It will be long ere the sad intelligence shall come to her from this wilderness. This mournful duty was ended by ten o'clock. At sunset we were camped on the Mimbres, 21 miles distant."

Genealogical research has shown that John Chaffin married Sidney Williams on March 20, 1842 in Platte County, Missouri. They had four children: William (b. 1843), James (b. 1844), Ann (b. 1847) and Julia (b. 1849). Sidney died not long after John left for California, and her brother, John Wesley Williams, raised the Chaffin children. Research continues and living descendants of the two Chaffin daughters have been identified.

Researched and Funding by:
THE OREGON-CALIFORNIA TRAILS ASSOCIATION
In cooperation with the
Bureau of Land Management, Las Cruces Office
2012



This is a part of your American heritage. Honor it. Protect it. Preserve it for your children.
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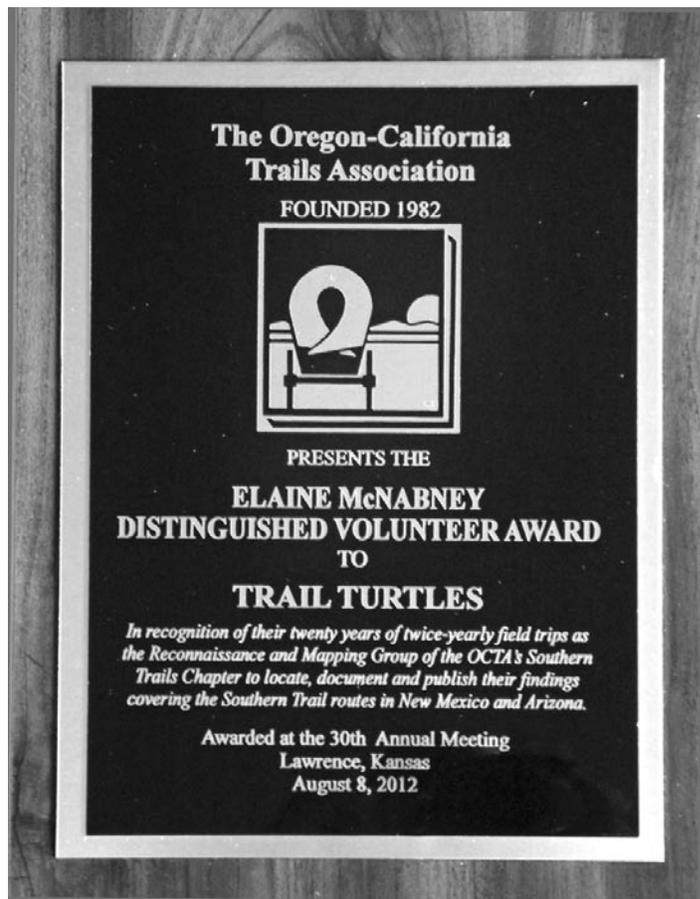


Trail Turtles Receive OCTA Award

On August 8, 2012, at OCTA's annual convention in Lawrence, Kansas, the Elaine McNabney Distinguished Volunteer Award was given to the Southern Trail Chapter's Trail Turtles. The award was received on behalf of the Turtles by Reba Grandrud and David Miller, and was presented to Rose Ann Tompkins and Tracy DeVault at the 9th Annual Western History Symposium in Prescott, Arizona, on August 18.



Rose Ann Tompkins and Tracy DeVault receive the McNabney Award for the Trail Turtles.
courtesy Reba Grandrud



STC Chapter members at the OCTA convention in Lawrence, Kansas, August 2012

Bob Jacoby, Jack Fletcher, David Miller, Larry Boerio, John Bell, Nancy Nelson, John and Thelma Fromm, Dick Nelson, Reba Grandrud, Cecilia Bell, Pat Fletcher, Shannon Perry.

photo courtesy Cecelia Ball

An Isolated Frontier Outpost: Historical and Archaeological Investigations of the Carrizo Creek Stage Station

Stephen R. Van Wormer, Sue Wade, Susan D. Walter, and Susan Arter

Sacramento, CA: California Department of Parks and Recreation, 2012.

Xii + 194 pages, including illustrations, tables, maps. Softback, \$15.00.

Carrizo Creek is a small stream in the Anza Borrego Desert of Southern California that rises to the surface for two miles before disappearing beneath the sand. It provided the first reliable water for travelers on the Southern Emigrant Trail after leaving the Colorado River. A small adobe building built in 1855 by the army was used in 1857-1858 by the San Antonio-San Diego mail line as a major station for changing vehicles. In the period 1858-1861, buildings were added by the Butterfield Company which operated the site as a "swing" station for changing worn-out teams. During the Civil War, the site was employed as a supply depot and watering area for troops traveling the trail to Fort Yuma. After the war, the buildings fell into disrepair and were abandoned. In 1958, the remains of the adobe buildings were bulldozed by a rancher, and in the 1970s the site was further destroyed by Hurricane Kathleen. The California State Parks obtained funding to perform archaeological explorations at the site, and in 2000, archaeologists began investigations into the history of the Carrizo Creek Stage Station on the Butterfield Overland Mail Line. Excavations under the direction of Sue Wade and Steve Van Wormer were performed between April 2001 and March 2002. The monograph *An Isolated Frontier Outpost*, describing the history of the site and the results of the archaeological investigations, was recently published by the California Department of Parks and Recreation as Number 29 in the Publications in Cultural Heritage series.

Following short introductory sections, Chapter 3 provides an extended history of the site and the associated trail beginning with the earliest Spanish and Mexican explorers. The use of the site by Kearny's Army of the West, the Mormon Battalion, the emigrants, and the boundary and railroad surveys of the early 1850s is followed by an extensive section on the "Jackass Mail" (the San Antonio-San Diego Mail Line) and on the Butterfield Overland Mail. (Selections from this latter section were printed in the

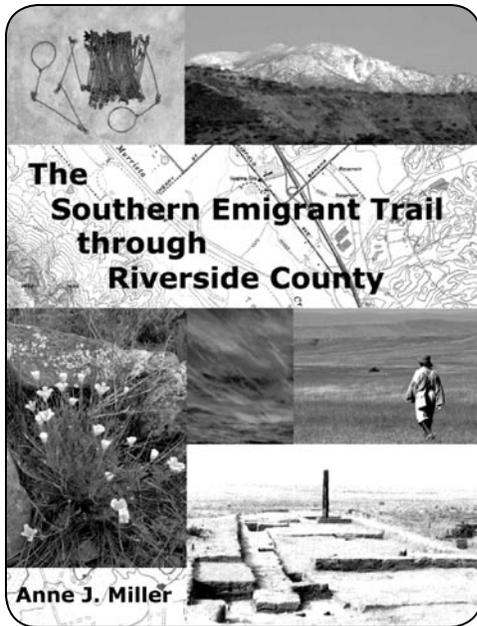
article on the Overland Mail by Steve Van Wormer in the June 2011 issue of *Desert Tracks*.) Later use of the site by the California Column and cattle drives is also described. For many readers, this chapter will be the important core of the book. It is well written and documented and contains many quotes from archival sources. While general background is given for all the topics in this chapter, the focus is on events that occurred in the Carrizo Creek area.

The following chapters describe the methodology for and results of the archaeology at the stage station site. Two main adobe buildings, the first built by the army and the second by the Butterfield Company, a small wattle-and-daub kitchen structure, and a trash pit were excavated, uncovering building foundations and floors, the remains of adobe walls, and a number of artifacts. The artifacts were classified and compared to artifact assemblies at other California historic sites in a manner as to identify ethnic and economic features of the people using the site. A large fraction of the artifacts were associated with animal husbandry and firearms, as fitting for a site used for changing teams and providing food for travelers under the dangerous conditions of the mid-19th-century frontier. Somewhat more surprising is the fact that the ceramics found at the site were not crude, but were of a quality typical of moderately well-to-do households of the period. Numerous visual images and tables are used to establish the authors' deductions about the site. Indeed, the general reader will find these chapters very impressive for showing in detail how archaeologists recover historical information from a site that has not only fallen into ruin, but has been ravaged by floods, bulldozers, and artifact hunters

I recommend *An Isolated Frontier Outpost* very highly for those interested in the history of the emigrant trail. It also provides a marvelous, and not difficult, description of the field methods and deductive processes of professional archaeologists concerned with the sites and events on the historic trails of the West.

Walter Drew Hill

An Isolated Frontier Outpost is available through the Department of Parks and Recreation, PO Box 942896, Sacramento, CA 94296. For questions, contact Sue Wade at swade@parks.ca.gov or Rick Fitzgerald at rfitzgerald@parks.ca.gov.



The Southern Emigrant Trail through Riverside County

Anne J. Miller

Bloomington, IN: Author House, 2012.

ISBN: 9781477211496.

100 pages, including maps, photographs, notes, index.

Softcover, \$34.99.

To the best of our knowledge, there have been no trail guides to the Southern Emigrant Trail apart from Dan Talbot's and Gerald Ahnert's books on the trails in southern Arizona. Anne Miller's new book, *The Southern Emigrant Trail through Riverside County*, is a welcome addition to these guides.

Miller follows the trail northwest from Aguanga (which is west of Warner Springs in San Diego County) through Temecula and north to Rancho Chino, close to the San Bernardino County border. Sites along the emigrant road are marked as large red dots on U.S. Geological Survey maps that are included in the book. Since development has removed almost all traces of the trail on the ground, Miller relies on primary sources – surveyor field notes, diaries, historic maps, and official records, etc. – to pinpoint the location of the route. Her use of these sources, which this reader finds to be quite masterful, is explained in detail in the introduction. Throughout the book, she gives specific evidence for her determination of most of the sites on the maps.

The author incorporates quotes from the diaries of Mormon Battalion members and emigrants such as Benjamin Hayes,

and provides historical sketches of a number of people and sites on the route. While the book assumes familiarity with such luminaries of Southern California history as Juan Bandini, Isaac Williams, John Warner, and Abel Stearns, it gives detail on lesser known historic citizens of the Riverside County area such as Louis Wolf, John Magee, and Julian Manriquz. A fascinating case is that of James Greenwade, who was a postmaster and Butterfield stage stationmaster and a secessionist during the Civil War – Colonel James H. Carleton ordered him arrested. Greenwade and one of his young daughters died from strychnine when he attempted to poison his own family. These historic references are brief, and some interesting cases, such as the Temecula Massacre, are mentioned but not explained.

The Southern Emigrant Trail Through Riverside County is well designed and printed, with photocopies of historic documents and maps, and a number of full-color illustrations. An appendix gives driving directions for those trail tourists who wish to drive near or along the actual trail. The book will be of interest to all of those who are interested in the Southern Emigrant Trail.

Rahm E. Sandoux

Copies of this book can be ordered online from the publisher (www.AuthorHouse.com) or through Amazon or Barnes and Noble.

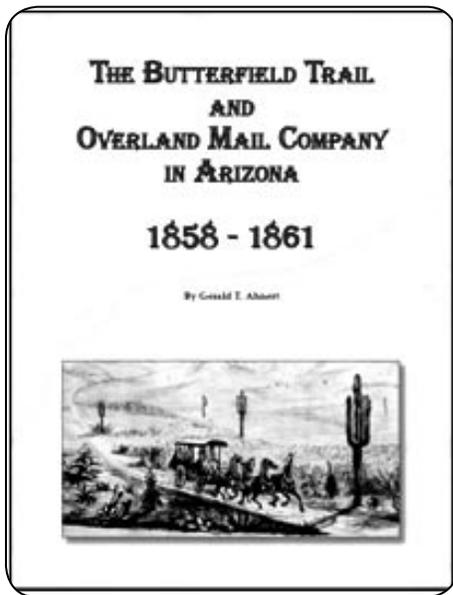
The Butterfield Trail and Overland Mail Company in Arizona 1858-1861

Gerald T. Ahnert

Canastota NY: Canastota Publishing Company, 2011.

186 pages, including maps, illustrations, references, index. Softback, \$29.95.

Gerald Ahnert's long-out-of-print book *Retracing the Butterfield Overland Trail through Arizona* (Los Angeles: Westernlore Press, 1973) was based on research that preceded the use of GPS, Google Earth, and web-based versions of historical documents. Nevertheless, it has proven to be one of the most useful guides to trails in the Southwest. In the last 40 years, Ahnert has continued his work on the Butterfield Trail, both in the office and on the ground. The result is his new book, *The Butterfield Trail*



and Overland Mail Company in Arizona 1858-1861, which is both an informative trail guide and an enjoyable read.

After a general introduction to the history of John Butterfield and his stage company, the book proceeds to follow the trail from the Arizona border west of Stein's Peak, through Apache Pass to Tucson, on to the Pima Villages, and down the Gila River to Yuma. Ahnert divides the trail into sections, for example Picacho Peak to Blue Water Stage Station. Each section is accompanied by a modern topographic map with the trail, alternate routes (such as sections of the Southern Emigrant Trail that differed from the Butterfield Trail), and important historic sites (stage stations, wells, tanks, graves) clearly identified. The maps are printed with excellent contrast, and hence are much easier to read than those in many older trail guides. The accompanying text includes technical details such as precise mileages (to a tenth of a mile), GPS readings, and the placement of sites within townships, ranges, and sections. The text also identifies which parts of the trail are on private land.

Ahnert uses many primary sources to help pinpoint the location of the trail, including GLO maps and official reports, such as Bailey's 1858 report to the U.S. Postmaster and Leach's 1859 report on the Pacific wagon roads. His most significant source comes from the reports of the California Column that are included in the government document *The War of the Rebellion*. The soldiers calculated mileages between sites on the trail using odometers. Ahnert has checked these determinations against distances measured on

modern maps and found them to be incredibly precise. He uses other historic writings to supplement these records, and in the process he clears up many historic confusions about the trail and stage stations. One particular concern of the author is to correct a number of mistaken identifications of the stage stations in Roscoe and Margaret Conkling's classic work *The Butterfield Overland Mail*. He is also interested in incorrect information arising from local legend or from the misidentification of stations associated with more recent stage lines (typically those built after the Civil War) with those of the Butterfield Company.

The text associated with each stage station includes historical information about the site, with an emphasis on events occurring during Butterfield's actual reign (1858-1861). Ahnert also details the events in the area during the Civil War and up to the time of the establishment of the railroad in 1880. His approach is to tell the story as much as possible through quotes from writings of that time period. These include the well-known books of John Russell Bartlett, J. Ross Browne, and John Cremony, newspaper accounts from men who traveled the trail, official journals, and reminiscences from those who lived in the area during the Butterfield period. Thomas Farish's *History of Arizona* provides further background. Many of the stories, such as that of the murder of Silas St. John's three assistants at the Dragoon Springs Stage Station and St. John's rather miraculous survival and recovery, will be of great interest to the general reader. Indeed, we were surprised by the number of murders that occurred at the stage stations, with the criminals typically escaping to Sonora.

The book will be a primary source for those who want to identify and visit the Butterfield Trail on the ground. It will also be of great interest to the armchair trail tourist. Ahnert suggests that the latter follow the trail on Google Earth or NASA's World Wind as he or she reads the book. Those who do so will find *The Butterfield Trail and Overland Mail Company in Arizona* to be very compelling reading.

Deborah and Jon Lawrence

The Butterfield Trail and Overland Mail Company in Arizona 1858-1861 can be obtained for \$29.95 plus \$4.50 (media mail), by contacting nobottomgulch@yahoo.com. Wholesale prices are reduced to 60% of the retail price, plus shipping.

Researching the Route of the Butterfield Trail in Arizona

by Gerald T. Ahnert

Some Relevant History

Most trails are defined by natural corridors on the topography of the land. It is probable that the Butterfield Overland Mail Company would have picked the all-weather route that it followed through southern Arizona even if others had not pioneered the way. This can be easily verified by viewing the large Arizona map in the Casa Grande Historical Society Museum in the city of Casa Grande, Arizona. The map is constructed in relief and clearly shows the flat and unobstructed corridor which is now defined by Interstate Highways 10 and 8.

In the first few months of operation starting in September 1858, the Butterfield route followed much of the old Southern Emigrant Trail, just as the San Antonio to San Diego mail route had in previous years. By late 1858 and early 1859, the Butterfield construction crew had built many new sections to straighten out the trail and had added eight more stage stations, making much of the trail unique from the older emigrant route.

One of the most important figures in the development of the trail was Silas St. John. He was best known for surviving a massacre at the Dragoon Springs Stage Station in September 1858. St. John had been previously employed by the San Antonio to San Diego Mail Line, so he had an intimate knowledge of this corridor through Arizona. In his later years he wrote many newspaper articles and letters to historians about his experiences. One of his key letters was written in 1915 to Professor R. H. Forbes of the University of Arizona. This letter is published as Appendix E of the Conklings' *The Butterfield Overland Mail*. In it, St. John made the following statement, which clarifies Butterfield's alterations to the pre-existing trail:

When I took the first coaches on the San Antonio Line East from Tucson, in December 1857, the road was via the Mission [San Xavier] thence direct to the point of the Whetstone Range, ... thence to the San Pedro River, which we crossed [near present day St. David] about 7 miles

above where Benson is now located, thence via Dragoon Springs, and zigzagged from water hole to water hole to Apache Pass, thence to Messilla on the Rio Grande. When we opened the Butterfield route in 1858, we cut off a good many of the angles by the digging of wells [cisterns] in the Sulphur [Sulphur] Springs, San Simone and other valleys, giving a more direct and shorter road; that from Dragoon Springs West was changed to cross the San Pedro [River] where Benson is now located; thence via Vails to Tucson. (373)

Cisterns were dug at the new stations and were supplied with water from springs along the nearby Emigrant Trail, which were sometimes miles from the new station. One example is a stage station in the middle of Sulphur Springs Valley that was named Ewell's. It was built almost four miles directly south of the old Southern Emigrant Trail watering hole known as Dos Cabezas Spring in the pass of the Dos Cabezas Mountains. The construction for these cisterns is described in James B. Leach's report on the El Paso and Fort Yuma Road. The location of the station and the Dos Cabezas Spring are described in detail in Lieutenant Colonel Eyre's report.

In March 1861, Butterfield was given orders to move all personnel, livestock, and equipment to a more central route through Salt Lake City because of the impending Civil War. It was anticipated that the Confederate Army would be advancing to occupy and control the Southwest. The California Column was formed to drive the Confederates from Arizona and reopen the trail. They fortified some of the old Butterfield stations, some of which were ranches that supplied forage to the soldiers. They sent ahead reconnaissance troops that supplied logistical information to the advancing column. An important part of this information was the description of routes and distances between the stations as measured with odometers attached to the caissons. The construction of these devices was exactly the same as that of the mechanical odometers used in automobiles as late as the 1950s. They were accurate to 1/100 of a mile. In a comparison of the distances between the Colorado River and Maricopa Wells Stage Station (as given in General Orders No. 6, *The War of the Rebellion*) with those shown on modern topographic maps, I found the California Column's determinations to be 99.1%

accurate. Some of this information can be verified by referencing other government data that is given in R. H. Savage's *Survey of Pima and Maricopa Indian Reservation*. An example of a wagon odometer is shown on page 3 of my book *The Butterfield Trail and Overland Mail Company in Arizona*.

After the Overland Mail Company ceased operations in Arizona, the old Butterfield stations were not used as stage stations again until early 1867. This point is described in an article in the *Arizona Miner, Prescott, May 18, 1867*, titled "MAIL AT LAST." Often, new stations were built on the ruins of the Butterfield stations.

Researching the Trail

Before attempting to map the Butterfield Trail, the explorer should compile a complete historical reference file to sort out the many trails that exist in the same area. Such pre-trip research should include information on events that happened along the trail after the Butterfield mail era so that the later history is not confused with that of the time of Butterfield's service. My recent finding of Butterfield's Montezuma Head Tank in the Forty Mile Desert was based on such research. The Mexican-style tank was only 50 feet from the pre-determined GPS location.

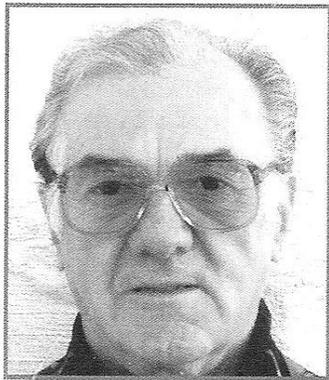
By far the most accurate information about the trail can be found in the earliest historical references. More recent information can be used to tell us what happened to the old sites, but only if this later information coincides with the primary information. Four sources give us primary information for determining the location of the trail and stage stations. These are the military orders for the California Column for late 1861 and early 1862, the many reports from newspaper correspondents who were passengers on the Butterfield stagecoaches, James B. Leach's government report, and the accurately surveyed General Land Office maps of the 1870s. Many of the latter show identified sections of the old trail and station locations. Maps from Butterfield's time such as those published with Leach's 1858 report and R. P. Kelly's 1860 map also give us a rough representation of the route of the Butterfield

Trail over the main features of Arizona. (Additional references can be found in my book *The Butterfield Trail and Overland Mail Company in Arizona*.)

While historic references help locate the general vicinity of the trail, there are many factors that have obscured the trail, such as erosion and development. The observation of artifacts can help to fill in these gaps. The 1979 archaeology act dictates that on federal land, these artifacts should be left *in situ* and not disturbed. The rules are similar for state land. It is a rare case when removal of artifacts is legal. My first book *Retracing the Butterfield Trail Through Arizona* (1973) shows artifacts recovered in 1969 from the vicinity of Burke's Stage Station. The site of the station was bulldozed to provide material to form a mound to support piping from a well on the edge of the private property of a farm. Some of the stage station artifacts were protruding from this bank. With permission from the property owner, I retrieved some of these artifacts. They are now in a museum. My more recent book, *The Butterfield Trail and Overland Mail Company in Arizona*, stresses the importance of leaving these artifacts undisturbed (140). I cannot emphasize enough the importance of leaving these artifacts *in situ* to help future researchers identify the route of the trail.

Metal detectors can be used to help locate historic trails but can also be used to seek artifacts for private collections and museums. OCTA has recently adopted a policy that, while advocating the use of metal detectors as a tool in discovering the routes of historic trails, seeks to prevent violation of the antiquities laws through appropriate training of the association's membership. (See "Board Adopts Preservation, Archeology Policies," *News From the Plains*, Spring 2011.)

As 51 percent of the trail is on private property and is subject to owners' rights, it is important to try and engage the private landholders to help preserve the trail and to recognize the historical value of any artifacts found in the development of their farms. For example, owners of the land where the Montezuma Head tank is located are being encouraged to preserve this historical site.



Gerald Ahnert

from the cover of *The Butterfield Trail and Overland Mail Company in Arizona, 1858-1861*

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Gerald T. Ahnert grew up in upstate New York, where he attended Syracuse University. He worked in research and development on the NASA II project, and later moved to Arizona where he worked in the aerospace industry. His interest in the Butterfield Trail was reinforced when he learned that John Butterfield came from Utica, New York, not far from Ahnert's childhood home. His early research led to his first book, *Retracing the Butterfield Overland Trail through Arizona* (1973). He currently lives in Syracuse, spends most summers in the Klondike, and returns to Arizona regularly. During the last 40 years, he has walked almost the entire length of the Butterfield Trail in Arizona. His new book, *The Butterfield Trail and Overland Mail Company in Arizona*, was published in 2011. Recently, in recognition of his expertise, he was consulted by the research committee that is completing a study to make the Butterfield Trail a National Historic Trail.



Richard Greene and Mike Volberg on the trail west of Cardinal's Hat. The trail went north (to the right) of Round Mountain, which is seen in the distance.

photo by Greg McEachron

A Road of Many Names: The Southern Emigrant Road to California

by Donald Howard Couchman

From 1846, when the United States exerted control over the current American Southwest, until the establishment of viable railroad service by 1882, travel through the area of the Southern Emigrant Trail was accomplished either by walking, riding horseback or muleback, or riding in a wheeled conveyance pulled by animals. Since water was essential for such travel, the trails that were established at that time connected viable and, for the most part, dependable water sources.

In my research, I have found nearly 30 significantly different names that have been applied to the southern route – hence my title “The Road of Many Names.”¹ For example, it has been called the Southern Emigrant Road (with or without the appendage of “to California”), Cooke’s Wagon Road, Leach’s Government Road, the Mesilla-Tucson Road, the El Paso-Fort Yuma Road, the Gila Trail, the Mormon Road, and, of course, the Butterfield Trail. The last name has been the one most universally applied even though the Butterfield Overland Mail Company used this road for only about two and one-half years and was neither the first nor the last contractor to carry the subsidized government mail and passengers for hire.

Several of the episodes recounted in this article are taken from the journals or diaries of people who traversed the road between Cooke’s Spring, 17 miles north of present-day Deming, New Mexico, and Apache Spring, 15 miles south of present-day Bowie, Arizona. This is but a small portion of the southern route, but the experiences of the people who traveled it were typical of nearly all who wanted to “see the Elephant.” To cover the development of the road, I have divided the period from 1846 to 1882 into a half-dozen unequal time segments. My focus is on the typical use of the road during each time frame, and whenever possible, I relate mundane daily incidents and chores. Travelers did not often record such details in their journals, so there is little information about what happened on the trail in relation to medicine, hygiene, the preparation of food and the clean up afterward, laundry, religious services, and the other day-to-day activities that made up a person’s life.^{2,3}

Following Spanish colonization, the area of southern New Mexico and southeastern Arizona was alternately controlled by either the Spanish or nomadic Apache bands. Despite the commerce between what today is northern Mexico, Tucson, Santa Fe, and towns in California, neither the Spanish nor the Mexicans ever established a wagon route directly west between El Paso del Norte (present-day Ciudad Juarez, Mexico) and Tucson.

At the beginning of the Mexican War in 1846, General Stephen Watts Kearny and the Army of the West were sent to subdue the Mexican territories of California and New Mexico. The latter included present-day New Mexico, Arizona, and small portions of Colorado, Nevada, and Utah. A large portion of the Army of the West was formed by five companies of Mormon Volunteers initially led by Captain James Allen of the First Dragoons. After Allen died unexpectedly, Kearny sent Captain Philip St. George Cooke (immediately brevetted to the rank of Lieutenant Colonel) to assume command of the Mormon Battalion and undertake the task of establishing a wagon road to California.⁴

Cooke had several guides to help find the way west, including Dr. George B. Foster, for whom Foster’s Hole (now known as Jug Canyon) is named, Pauline Weaver (who was part Cherokee), and Antoine Leroux. Jean Baptiste Charbonneau, the adventurer and mountain man who as an infant had traveled with his mother Sacagawea across the continent with the Lewis and Clark Expedition, was a fourth guide.

The day before reaching Cooke’s Spring, on November 16, 1846, the men dined on a worn-out oxen. One of them, James Van Nostrand Williams, did not care for the meat. He preferred either a foot-square portion of the hide or three to four feet of entrails to the “slimy ropy gelly [sic] looking stuff called beef.” When he was fortunate enough to draw the hide, he singed the hair off and scraped any remainder with his butcher knife. He claimed that after boiling the slab for three or four hours, it was tender as tripe and the soup “most delicious.” If instead he received the guts as a ration, he turned them inside-out and, if water was available, washed them. Either roasted or boiled, he thought them “relishable.”⁵

Williams also left some medical information. George B. Sanderson, the doctor supplied by the army, was hated

and feared by the Mormons who called him Doctor Death. He usually had one of two treatments for any ailment: depending on the conditions, he either he gave the patient, calomel (mercurous chloride) to purge his system, or laudanum, an opium based medicine. Suffering from the cold damp weather, Williams prescribed himself a half-teaspoon each of ground ginger and cayenne pepper, taken dry. He indicated it soon warmed his system.⁶

The Battalion camped at the Mimbres River Crossing on November 18, and the following day they joined the Janos-Santa Rita copper mine road at Ojo la Vaca, where they camped for two nights. Cooke followed the old trade road a short distance south, but soon, with an oath (and to the joy of the Mormons), ordered J. C. Quigley to blow the bugle call for a right turn. The troops proceeded west, still short on rations.⁷

Not long after leaving the Mimbres River, one of the men, John Allen, became separated from the main group and was captured by the Indians who relieved him of his gun, equipment, and his clothes. During his struggle of several days to catch up to the column, he staved off starvation by dining on the carcass of a dead mule that had been left behind, using only the utensils with which Mother Nature had equipped him.⁸

Despite the short rations, the lack of water, the difficult terrain, and the inclement weather, the approximately 350 remaining men of the Mormon Battalion and the 4 women who accompanied them made their way to San Diego over that long “ox-bow route.” Cooke and the Mormon Battalion had achieved the nearly impossible. In doing so they had completed the monumental and very important task of establishing the first wagon road to the coast. Cooke later commented that “[h]istory may be searched in vain for an equal march of infantry.”⁹

It was a feat of great value: the new southern route to California could be used year-round without the constant danger of severe winter storms such as the one that had doomed half of the Donner party in late 1846. With the publication of Cooke’s and Emory’s journals and with the purchase of southern Arizona in 1854¹⁰ the way was now established for emigration overland to the newly established West.

The discovery of gold brought a massive influx of humanity over the southern route to California. Emigrants and ‘49ers were in many cases the same people, or at least were traveling west in the same groups. The Strentzel family must have been among the early ‘49ers when they passed through the area in mid-summer. Louisiana Strentzel did not leave a lot of details in her diary, but she did indicate that between El Paso del Norte and the Yuma crossing, the only places that were reasonably dependable for supplies were the army establishment at Doña Ana (a few miles north of present-day Las Cruces, New Mexico), Tucson, and the Pima Indian villages.¹¹

In October, the combined forces of two emigrant groups – the Fremont Association and the Pine Bluff outfit – passed through Cooke’s Canyon and crossed the Mimbres River. Their leader John Coffee Hays, a former Texas Ranger, was determined to find a shorter route to Tucson. He and his group are credited with establishing the route nearly due west between Ojo La Vaca, (where Cooke had turned south) and Tucson.¹²

Benjamin Ignatius Hayes, a ‘49er who later became an important judge in California, was with one of the early groups of Missourians who used at least part of Cooke’s Route. His is one of the most detailed and informative of the ‘49er journals. By the standards of the day, Hayes was well equipped for his journey. He carried an extensive inventory of equipment, medicines, clothing, and other supplies. After buying additional food at Socorro for the remainder of the trip to California, Hayes and his companions headed down the Rio Grande with the requisite 60 pounds of flour and 25 pounds of bacon each, to last the anticipated 50 days. They reluctantly added to their stores when one of their party, John Chaffin, died at Cooke’s Spring on November 21, 1849. The next morning Hayes noted in his journal:

We are now in camp waiting for the grave to be finished. The morning is very cold, with a piercing wind from the southwest: a few drops of rain fell at an earlier hour, a genuine November day . . . The grave was dug near the roadside; cedar logs were procured on the hills half a mile from the camp. There were no materials to make a coffin. He was wrapped in a blanket, then laid in his overcoat, as if the more to protect him from the chill sod. Cedar logs were laid above and filled with sprigs of cedar, then a layer of

earth and . . . large rocks above to prevent the wolves from opening the grave . . . He leaves in Platte County, Missouri, a wife and four children.¹³

Working with these few clues, some of the members of OCTA's Southern Trails Chapter have recently picked up the challenge of researching Chaffin's family and have located his descendants.

The massive influx of people placed a burden on the California economy and food supply that was totally unanticipated. It did not, however, take some people long to initiate a solution to the problem. The Texas Longhorn was ideally suited to survive in the arid Southwest. It was an animal that men fought and died to possess and which became the temporary economic backbone of Texas. The journey through New Mexico Territory to California was hazardous for man and beast, with barren stretches without water and Indians lurking for a free meal. However, if the trek could be completed, the rewards at the other end were considerable. A steer that cost \$5-10 in Texas could be sold in California for \$25-100, depending on the market at the time. Tradition has it that the first cattle herd was driven to California in 1848 from Washington County in southeast Texas. T. J. Trimmer supposedly took 500 head west by way of the Gila Trail and sold them for \$100 apiece. News traveled fast, and when Trimmer returned to Texas in 1849, he met herd after herd on the trail.¹⁴ Others helped feed California in the form of massive sheep drives; for example, Francis Xavier Aubry drove 3,500 sheep down the Rio Grande and over the Gila to California.¹⁵ During this process, cattlemen and sheepmen lost stock and men to Indians, accidents, the elements, and the terrain. By 1855 the price of cattle in California had dropped to \$6-7 a head, but the drives continued.¹⁶

James G. Bell, a drover with the Michael H. Erskine outfit, was one of the most eloquent journalists of the era. In mid-August 1854, the outfit crossed the Rio Grande approximately six miles downstream from Fort Thorn (near current day Hatch). Through a little petty thievery they managed to supplement their monotonous "chuck" with some fresh onions, green corn, and several watermelons. Because other cattle herds preceded them, they were unable to obtain water at either "the Tanks" (Foster's Hole) or Mule Spring. They were also frustrated at Cooke's Spring because it had been trampled into a huge mud-hole

and grass was scarce. Consequently, the men and cattle were very thirsty when they reached the Mimbres River. Although Bell called the Mimbres "Rio Disappointment," the men did find a pool of standing water a quarter-mile upstream and watered the stock. So many tadpoles were in the water, however, that Bell indicated it was difficult to get a drink without swallowing several.¹⁷

Despite the thousands of emigrant wagons and hundreds of livestock herds that had traveled part or all of Cooke's Wagon Road to California, the passage remained demanding and dangerous. Existing water supplies were frequently inadequate or unreliable, and the distance was agonizingly long. These conditions were reflected by the saying that "there was no Sunday west of St. Louis, and no God west of Fort Smith."

If the young but exceedingly important state of California was to remain an equal partner in the Republic, major improvements in land transportation routes and mail service were imperative. Most Congressional members recognized this need, and California representatives and citizens demanded it. In the late 1850s, the government upgraded the roads and established subsidized overland mail delivery. From late 1857 through mid-1858 James B. Leach and his crews worked under government contract to improve the road (then known as the Franklin-Yuma Road) between present-day El Paso, Texas, and Yuma, Arizona. His crews widened the road to 18 feet on straight stretches and 25 feet on curves, and cleared the brush another 25 feet on both sides. They built small bridges over ditches and irrigation canals, dug wells, constructed water retention reservoirs, and made minor changes in the route.¹⁸ For a brief period, the improved road would be called Leach's Wagon Road.

The first subsidized postal contract was awarded to James Birch by Postmaster General Aaron Vail Brown on June 22, 1857. Birch had built a transportation empire in California and was a self-made millionaire. It was fortunate that he had taken preemptory action in anticipation of winning the contract because service between San Antonio, Texas, and San Diego, California, was required to be initiated July 1. Included in his preparations for possible stations was an agreement with George Henry Giddings to combine Giddings' well-established San Antonio-Santa Fe stage line with Birch's

new venture. After frantic activity, the first westbound mail left San Antonio on July 9 – only eight days late – and the first eastbound mail left San Diego on July 24. The San Antonio-San Diego Mail Company, also to become known as "The Jackass Mail," was in service.¹⁹

Birch returned to California to attend the operation of his new and previously existing businesses. In late August, on the final leg of the three-part route east to New York via the Panama Isthmus, he sailed on the side-wheel steamship *Central America*. In a terrible storm the passenger and gold-laden ship sank with 427 of the 609 persons on board, including Birch.²⁰ In recent years, treasure hunters have located the ship and salvaged its contents.

Control and operation of the new mail company ended up in Giddings' hands, and he proceeded to improve the service. The line was subsidized at \$150,000 per year. Passengers were charged \$200 for tickets from end-to-end, which included an allowance for 30 pounds of luggage in excess of blankets and weapons, and lesser amounts for in-between destinations.²¹ The *San Diego Union* printed a list of what the editor considered minimum requirements for passengers: a Sharp's rifle with 100 cartridges, a Colt's revolver and two pounds of balls, a sheath knife, a pair of thick cotton socks, three undershirts, three brown linen shirts, three heavy woolen overshirts, a hat, a cheap sack coat, a soldier's overcoat, one pair of blankets in summer and two pair in winter, a piece of India rubber cloth, one pair of gauntlets, a small bag with needles and thread, a sponge, hair brush, comb, and soap in an oilskin bag, two pairs of thick drawers, and three to four towels.²² To accomplish the required schedule, the coaches traveled day and night regardless of weather and road conditions. The passengers were subjected to many trials, including riding mules across 100 or more miles of southern California desert and eating questionable food at station stops.

As a result of a contract let on July 2, 1857, the Butterfield Overland Mail Company went into service in 1858, supplanting the San Antonio-San Diego Mail Company route between El Paso and Yuma. Giddings continued to operate segments of the route between San Antonio and El Paso and between Yuma and San Diego, but many of Giddings' employees on the central portion of the route

simply changed from working for one contractor to the other.²³

On September 16, 1858, the first westbound Butterfield coach left Tipton, Missouri, with several short-haul passengers. The one through-passenger on board, newspaper reporter Waterman Lilly Ormsby, recorded and later published his experiences of this first historic ride. He complained that the food supplied on the twice-a-day meal stops was cooked over an open fire. For one breakfast, the passengers had only jerked beef, raw onions, slightly wormy crackers, and a bit of bacon – the coffee was forgotten. Ormsby remarked later that "the stomach, however, does not long remain delicate after a few days of life on the plains, and our breakfast was quite acceptable to me." He noted that when they reached the Cooke's Spring about midnight, October 1, the stage station consisted only of a tent and four men.²⁴

By the time that William Tallack, a globe-trotting Englishman, traveled the Butterfield line east in mid-summer of 1860, things had improved. He noted that the food "consists of bread, tea, and fried steaks of bacon, venison, antelope, or mule flesh – the latter tough enough. Milk, butter and vegetables can be met with towards [sic] the two ends of the route."²⁵

Soon passengers would have far more serious things to worry about than the amount or quality of food on the stage line. In the short two years of 1861 and 1862 the nation was torn asunder by the onset of the Civil War. During this period, a new confrontation with the Apaches developed that would make all previous conflicts with these Indians pale by comparison.

Prior to this period, the Apaches had initiated a few isolated attacks on emigrant parties, trail herds, and the military, but there was never a condition of all-out warfare with these Indians.²⁶ In early 1861, however, Cochise was involved in an incident with the United States Army at Apache Spring that left several dead on both sides, destroyed the working agreement between Butterfield and the Chiricahuas, and sent the Apaches on a warpath that would not be curtailed for several years. The incident, precipitated by Second Lieutenant George Nicholas Bascom of the Sixteenth Infantry, still bears his name.²⁷

Confrontations ensued between the military and the Apaches, and the Apache attacks on Butterfield stations and stages, ranchers, emigrants, freighters, and miners, escalated to an intense level.

When the South seceded from the Union, two parallel actions were instigated that gave the Apaches more freedom of action and a sense of invincibility. First, in March 1861, the postal service canceled Butterfield's operations along the Southern Route and directed the company to move its operations to the Central Route through Salt Lake City. Strangely enough, at the same time the postal service contracted with George Giddings to renew his service from San Antonio to California, with a change of destination from San Diego to San Francisco.²⁸ It is alleged that he was being subsidized by both the North and the South.

Second, in July the Army ordered Fort Breckenridge and Fort Buchanan – both in present-day Arizona – abandoned and destroyed. The troops were to transfer to Fort Fillmore near Las Cruces to bolster that garrison against an anticipated invasion from Texas. They never made it. Delays in commandeering sufficient transportation to evacuate the most valuable stores and illness in the ranks while on the march slowed the Army in its effort to reach the Rio Grande. Under the leadership of Colonel John Robert Baylor, the Confederates had already routed and captured the Fort Fillmore garrison. When the Union contingent learned of this while camped at Cooke's Spring, they set fire to their wagon train and artillery, mounted the mules with what they could carry, and set out for Fort Craig. Nevertheless, the Confederates were able to salvage considerable stores from the partially burned wagons and put the cannon back in service.²⁹

As previously noted, George Giddings had re-established his mail and passenger service following the withdrawal of the Butterfield line. In the initial process some of his work parties and stages were ambushed in Doubtful Canyon, on the border between New Mexico and Arizona, resulting in the loss of 13 men. The dead included Giddings' brother John James Giddings. Despite these setbacks, his stages continued – under heavy guard – to carry the mail to and from California.³⁰

In late July, seven of Giddings' heavily-armed men left Mesilla to deliver mail to California. Not far into Cooke's Canyon their stagecoach ran headlong into Mangas Coloradas, his son-in-law Cochise, and 400 other Apaches. Giddings' men managed to run the stage a short way up a hill, salvage their weapons and ammunition, and pile up some rocks as a small redoubt. Over the next two or three days they sold their lives dearly, the lowest attributed figure for Apache losses being about 40.³¹ Nevertheless, none of the seven survived. That desperate struggle became known as the Freeman Thomas massacre.

At about the same time, the Apaches had bottled up the mining area of Pinos Altos (near current Silver City) and were starving out the miners. Anton Brewer, a butcher in Pinos Altos, made his way to the Rio Grande, and with 8 Mexican drovers, was returning to Pinos Altos with about 50 head of cattle. In Cooke's Canyon they penned the cattle in Frying Pan Spring Draw where Brewer, on horseback, could keep the herd under control. The Apaches struck as the herders sat at their supper. Brewer was the only one to escape. A mass grave beside the road in the saddle below Massacre Peak marks the spot.³²

A little later, perhaps in late August, a large group of people from Arizona led by Felix Grundy Ake were making their way east to Texas. The Akes had banded together with several other families for the dangerous trip. In addition to 47 men, there were 7 women and 16 children in the group when it left Tucson. The caravan was composed of many wagons and several hundred cattle. The Apaches attacked in the confines of Cooke's Canyon. During the pitched battle, which lasted several hours, 15 or 16 of the Ake party were killed and all but 8 of the remaining men were wounded. The Apache losses again were undocumented but were known to be considerable.³³

These massacres and other Apache depredations led Baylor, who was now not only the military commander but also the self-appointed governor of Confederate Arizona Territory, to direct his men to lure the Apaches into a conference with the bait of establishing a truce. The soldiers would then kill all of the Apache men and women and sell the Indian children as slaves.³⁴ This order was never consummated, but it was sufficiently heinous that it led Confederate President Jefferson Davis to remove Baylor as the territorial governor.

As a result of the Confederate invasion, Californians had gathered, equipped, and trained a large force of men to move eastward and drive the Rebels from the Territory. When the California Column of approximately 2,500 men, advanced in the hot summer of 1862, they had to do so in small groups because of limited water at many of the springs. At Apache Pass, not far from where Bascom and Cochise had destroyed the peace, the Indians struck an advanced party of Californians. It was a heavily fought engagement with neither side achieving the upper hand until the Volunteers unlimbered a small cannon and routed the Apaches.³⁵

As a result of this attack, General James Henry Carleton, who was in charge of the Californians, ordered some of the men to remain at Apache Pass and build Fort Bowie to control access to the spring. He later established Fort Cummings at Cooke's Spring, due to the number of attacks that had been carried out near there against citizens. Arriving at the Rio Grande too late to intercept the Confederates retreating from the Battle of Glorieta Pass, Carleton turned his efforts to subduing the Indians and reopening the road to California.³⁶ His orders for action against the Indians differed from Baylor's only in that he reserved killing for the adult males rather than both sexes. The women and children were to be sent to local reservations rather than sold into slavery.

The decade from 1863 to 1873 was a time of growth for the Southwest. With the establishment of Fort Cummings at Cooke's Spring in late 1863 and with the soldiers providing escorts for travelers, the road west to Tucson and California was reopened and new stage lines flourished. Still, all was not at peace. Carleton waged an intense pursuit of the Apaches and Navajos until, in addition to Mangas Coloradas, several other leaders were killed and many of the Indians confined to a reservation at Bosque Redondo, present-day Fort Sumner. Still, it took a decade before the threats and realities of Apache attacks were virtually eliminated.

In late 1867 an English physician, functioning as the documentary photographer for one of the Kansas-Pacific Railroad survey teams, recorded the earliest known photographs of Foster's Hole, Hot Springs, Fort Cummings, and Fort Bowie. Emigrants renewed their

use of the road and several herds of cattle were driven west for either California or for sale to the government, which was subsidizing Arizona Indian reservations. In 1873 Fort Cummings was closed as emigrants, freighters, stages, and casual travelers no longer needed the military's assistance.³⁷

From 1874 through 1882, settlers along the Southern Route witnessed much of what Frederick Jackson Turner later termed the last of Frontier America. For most of the period, the Indians were relatively peaceful and settlements along the road expanded. The stages, previously subject to attack by the Indians, were now exposed to a new source of danger: highwaymen who frequently relieved stage passengers of their valuables and took the stages' strongboxes, mail, or anything else worthwhile.³⁸ One such attack in mid-January, 1876, was instigated on a stage carrying, among others, the cattle baron John Simpson Chisum.

In late 1879, the Apaches, led by Victorio, Nana, Loco, and others, made their last desperate bids for freedom and a return to their old ways. Mistaking a hunting party for a group of lawmen, Victorio bolted the Tularosa Agency reservation and killed eight men in the process of stealing the Army's mule herd. Due to this incident and similar depredations, the military reactivated Fort Cummings to deal with the Apache problem. On June 5, 1880, despite the military encampment at the spring, the Apaches trapped and killed the Fort Cummings trader Samuel J. Lyons and four of his associates in Cooke's Canyon.³⁹

The difficult tramp over the road was finally replaced by a transportation system that would carry persons and cargo further in one hour than they had previously been able to travel in an entire day. The Southern Pacific had been slowly building a new railroad line across the southern United States over much of the same route recommended by Jefferson Davis in the 1850s when he was Secretary of War. As that line advanced steadily from the west, the Atchison, Topeka, and Santa Fe Railroad was snaking down the Rio Grande to establish junctions with the other line at Deming and El Paso.⁴⁰ The melding of the railroads provided emigrants and cattlemen with a new way to move east or west across the southern United States and most of the stage lines

soon ceased operation and the old road fell into disuse except by the military.

Soon the Apache wound down in southwestern New Mexico. The garrison at Fort Cummings was no longer required and on August 14, 1884, it was ordered abandoned again. By the following month only a caretaker party of thirteen men remained which was soon reduced to seven. By May of 1885, the post was officially abandoned.⁴¹

Today this Road of Many Names, over which so many diverse people had traveled, fought, and died, lies abandoned, neglected, and, for the most part, forgotten. Only interested individuals and groups such as the Southern Trails Chapter of OCTA, can attempt to protect it, preserve it, and interpret it for the future.

Endnotes

1. Couchman, Donald Howard. *Cooke's Peak--Pasaron Por Aqui: A Focus on United States History in Southwestern New Mexico*. Las Cruces: Bureau of Land Management (1990): 259.
2. As an example, few journals or diaries deal with the simplest and most necessary of daily body functions. According to some sources, Joseph Gayetty is widely credited with being the inventor of modern commercially available toilet paper in the United States. Gayetty's paper was first introduced in 1857. However, it was not then readily available, and when it was, it came in square packages of 100 sheets for 50 cents. According to contemporaneous documents, that was about what a person paid for a good set of buckskin gloves. In today's prices that would be about \$20.
3. A good start towards documenting such information is the article "Food on the Oregon Trail" by Jacqueline Williams (*Overland Journal* Vol. 11 no2, 1993), which focuses on what the emigrants on the Oregon Trail ate and how they prepared it.
4. Young, Otis E. *The West of Philip St. George Cooke, 1809-1895*. Glendale: The Arthur H. Clark Company (1955):186. (Hereafter cited as Young, *Cooke*.)
5. Williams, James Van Nostrand. "Reminiscences and Diary of James Van Nostrand Williams, 1846." *Mormon Battalion Papers*, LDS Library, Salt Lake City, p. 36.
6. *Ibid*, p. 33.
7. Day, Abraham III. "Journal of Abraham Day, 1846." Harold B. Lee Library, Brigham Young University, Provo, p. 16.
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9. Young, *Cooke*, 223.
10. Due to a mistake in the map that was cited in the Treaty of Guadalupe Hidalgo, the U. S. Boundary Commissioner John Russell Bartlett forfeited a large part of the land ceded by Mexico in the treaty. A significant fraction of Cooke's Wagon Road was included in this controversial area. The issue was finally settled by the Gadsden Purchase in 1854. For a discussion of the treaty, see Paul Neff Garber's *The Gadsden Treaty* (Gloucester, MA: Peter Smith (1959): 184) and Odie B. Faulk's *Too Far North . . . Too Far South* (Los Angeles: Westernlore Press, 1967: 133).
11. Holmes, Kenneth L., ed. *Covered Wagon Women Diaries & Letters from the Western Trails, 1840-1890*, Vol. 1. Glendale: The Arthur H. Clark Company (1983): 251-254.
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15. Chaput, Donald. *Francois X. Aubry: Trader, Trailmaker and Voyageur in the Southwest, 1846-1854*. Glendale: Arthur H. Clark Co. (1975).
16. Bell, "Cattle Trail," 210.
17. *Ibid*. 296.
18. Senate Reports, 35th Congress, Second Session, Executive Document 36 (1858), pp. 80-82.
19. Austerman, Wayne R. *Sharps Rifles and Spanish Mules: The San Antonio-El Paso Mail, 1851-1881*. College Station: Texas A&M University Press (1985): 88-91. (Hereafter cited as Austerman, *Sharps Rifles*.)
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- “George H. Giddings and the San Antonio-San Diego Mail Line.” *Southern Historical Quarterly* 61 (Oct., 1957): 235.
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28. Root, Frank A. and William Elsey Connelley. *The Overland Stage to California*. Columbus, OH: Long’s College Book Company (1950): 41-43; Austerman, *Sharps Rifles*, 161-162.
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Don Couchman received a B.S. in electrical engineering, worked for Douglas Aircraft, and then opened a knife shop in the El Paso International Airport. While working on an M.A. in American History at NMSU (Las Cruces), he undertook research that focused on Fort Cummings and Cooke’s Spring. This research, coupled with many hours of volunteer work for the BLM, led to his Master’s Thesis *Cooke’s Peak, Pasaron por Aqui*, which was published by the Las Cruces BLM. He has given numerous public presentations, written journal publications, and organized field trips on this topic.



Don Couchman on the trail in 1993.
photo by Patty Etter

Trail Turtles' Fall 2012 Mapping Trip

by *Richard Greene*

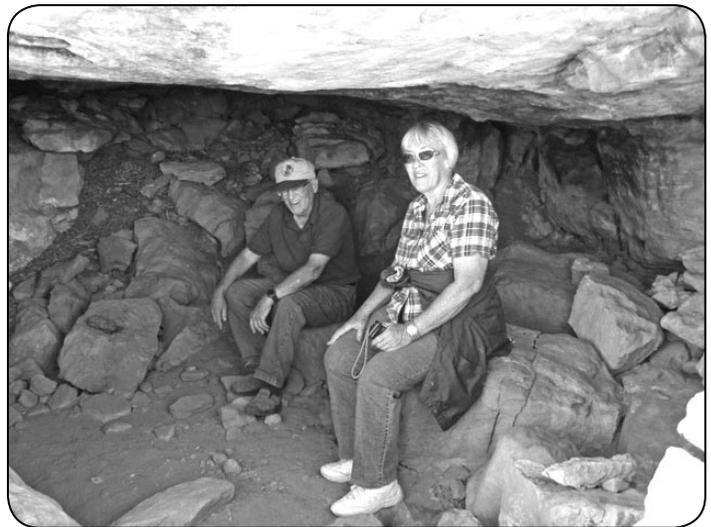
This mapping trip represents the beginning of an effort to work west from the Rio Grande to fill in the gaps between sections of the trail mapped on earlier expeditions. Our goal was to complete the mapping of two trail segments that left the river in the vicinity of Fort Thorn, north of what is today Hatch, New Mexico. Our research indicates that the road that came north from Doña Ana turned west up Arroyo Cuervo and then forked. The northern branch continued up the arroyo, joining the Cooke Road east of Foster's Hole, while the southern branch headed more directly to the west, leaving the arroyo and joining the Cooke Road west of Foster's Hole. Emigrant diaries indicate that these routes were already in use prior to the establishment of Fort Thorn. Later, the General Land Office (GLO) map referred to the route as the "Fort Thorn Road."

In addition to GLO maps, trail diaries, and Google Earth images, a paper by Joe Allen on the trails in this area proved to be of considerable use for our mapping. Allen had been hired by the Las Cruces BLM to map and write a report on these two trails. Although the report was never

Fort Thorn

The fort was established in 1853 on the west bank of the Rio Grande north of present-day Hatch, New Mexico. It was established by Colonel E.V. Sumner and named in honor of Captain Herman Thorn by Lieutenant W. H. Emory. Thorn had been brevetted as a captain in the U.S. Army for gallant and meritorious conduct in the Mexican War. He drowned in October 1849 while crossing the Colorado River at the junction of the Gila. The fort was intended to protect travelers and settlers from Apaches. It is mentioned in only a few diaries and journals of the day. Both James Bell and M. H. Erskine visited Fort Thorn in 1854 during cattle drives. (See Joe Allen's *Rio Grande Turnoff* 54-55.) Lieutenant Henry M. Lazelle mentions departing from the fort in May 1857 as part of a campaign against Apaches (Allen 55-56). Because the area was swampy and infested with malaria, the fort was abandoned in 1859. The site was washed away by flooding in the late 19th century, and today no known trace of the fort remains.

Rose Ann Tompkins



Neil and Marian Johns in a cave near Cooke's Pass.
photo by Tracy DeVault

published, Allen's notes and a rough draft of the report are on file at New Mexico State University in Las Cruces.

Those in attendance were Don Buck, Tracy DeVault, Richard Greene, Levida and Brock Hileman, Marian and Neal Johns, Greg McEachron, Geri and Dan Talbot, Rose Ann Tompkins, Charles Townley, Mike Volberg, Cam Wade, and Pat and Ken White.

Wednesday, October 10: Cooke's Spring, the John Chaffin Grave Marker, and the Massacre Peak Area

Tracy, Richard, and Mike arrived in Deming on the evening of the October 9 to install an OCTA Historical marker at the John Chaffin gravesite [page 2 of this issue] prior to the main mapping trip. Tracy had set the metal marker in concrete in advance. The marker, which together with the concrete weighed about 300 pounds, was in the back of Tracy's vehicle. Richard brought some wood poles for a "stretcher" to move the marker to the gravesite. The next morning, the three met Jane Childress of the Las Cruces BLM office. Jane would supervise the placement of the marker and make sure that there would be minimal disturbance around the gravesite.

We drove Highway 26 to Cooke's Canyon Road, followed the road north for a mile, and then turned left onto the dirt road that leads past the old stage station and Fort Cummings cemetery to Cooke's Springs. After going through the stone walled corral, we went to the vicinity of

Joe Allen

I met Joe Allen in the mid-1990s when we were both working on a battleground survey expedition. We were using metal detectors to locate early civilian and military cartridges at the site of the April 6-7, 1880, Battle of Hembrillo Basin (a battle in southern New Mexico between the Apaches under Victorio and Buffalo Soldiers of the U.S. 9th Cavalry). I did not know it at the time, but Joe had obtained a grant from the BLM to locate Cooke's Wagon Road between the Rio Grande and Foster's Hole. As part of the grant requirements, Joe led a BLM employee over the route, using one of the BLM's expensive differential GPS units to record the location of the trail. When Joe finished his survey, he wrote a report titled *The Rio Grande Turnoff of Cooke's Mormon Battalion and 49er Roads: A Cultural Survey*. The report, completed in 1996, was submitted to the Las Cruces BLM with the instruction to not release the report to anyone prior to publication. Joe died later that year and the report was never published.

The Trail Turtles learned of the report and attempted to get the BLM to release a copy. Because of their agreement with Joe, the BLM was unwilling to part with a copy of Joe's report but they did give us a map showing the location of the trail based on the GPS readings. The map proved very helpful to our work locating the trail over this stretch.

Recently we learned that Allen's widow, Jo Anne Allen, had turned over all of his research materials to the New Mexico State University Library at Las Cruces. Several of us visited the library, and reviewed and copied some of the material, including a copy of the manuscript of Allen's report.

In addition to Cooke's Wagon Road, Joe explored the two roads from Fort Thorn to Cooke's Wagon Road that were the concern of this fall's mapping trip. His findings on the upper and lower roads are discussed in his report in Chapters 5 and 6 respectively. Chapter 5 also includes excerpts from the diaries and journals of the following travelers: Robert Eccleston (1849), C.C. Cox (1849), John Russell Bartlett (1851), William Carr Lane (1853), James Bell (1854), M. H. Erskine (1854) and Lieutenant Lazelle (1857).

Tracy DeVault

the grave. Following Jane's suggestion, we drove Tracy's vehicle with the marker right up to the grave. The two poles were clamped to the rebar handles on the marker. Mike cleared an area about three feet deep and the four of us moved the marker to the spot. With a hacksaw we cut off the rebar handles and used a level to settle the marker. It had taken us several years to get to this moment. We were barely finished when Dan and Geri Talbot drove up and walked over. At lunch we had a conversation about the SunZia Power Lines project proposed for the area. Jane thought that our knowledge of the trail would be useful to show if the power line went over the trail.

We drove through Cooke's Pass to the Massacre Peak grave site of Anton Brewer [page 14 of this issue] and eight Mexican herders who were killed by Apaches. The mass grave was a large mound of small white rocks with some larger rocks scattered on top – it looked as if it had been desecrated. We continued on to an old mining pit near which were boulders with mortar holes. We mapped a section of trail with rust and some spectacular grooves in gray rock. After that, Tracy and Richard hiked to the top of the nearby rocky bluffs to a cave five feet high

and sixteen feet in diameter, with rocks stacked in the front. Petroglyphs and more mortar holes could be found by the cave and on the slopes.

We returned to the Cooke's Spring area. Tracy had a photo from the 1880s of a buggy beside Cooke's Spring. Tracy and Richard scrambled over a nearby rocky ridge until they found the location from which the photo was taken. Walking to the building constructed over the spring, we noticed that the photo on the marker showed that many buildings once existed around the spring. The springhouse was built by the ATSF Railroad, which used the spring to supply water for their locomotives.

Mike and the Talbots drove to Deming. Tracy and Richard camped in the stone corral. There was no moon and the stars seemed to be not as bright as on earlier evenings.

Thursday, October 11: Massacre Peak Area, the Chaffin Grave, and Cooke's Spring

Richard and Tracy drove to the Massacre Peak gravesite and Dan drove up shortly thereafter. Tracy and Richard mapped trail from the gravesite to just short of the mining

Foster's Hole

This site is in the bottom of an arroyo currently called Jug Canyon. The watering hole is the result of a basaltic intrusion. The hard basalt has not eroded as rapidly as the surrounding terrain, resulting in a very narrow chasm through which the dry stream bed passes. Water from flash floods has formed tanks in the rocks below the intrusion which are as deep and as large as Colonel Cooke described. An area of perhaps 10 miles by 15 miles drains through this narrow passage way. Jug Canyon is located in the southwest quarter, section 36, T 18 S, R 6 W, New Mexico Baseline and Principal Meridian. The Mormon Battalion reached Foster's Hole on Friday, November 13, 1846.

Rose Ann Tompkins

pit and mortar holes, where Mike met them. They found the trail going downhill. Large rocks had been stacked along the sides of the trail – in some places the rocks were stacked as high as walls. Wagons had ground down the rocks and there were assorted metal fragments, and pieces of iron and glass. The trail had some badly eroded sections. Dan went to see the cave and petroglyphs. They all returned to Cooke's Spring. The rest of the group began to arrive and everybody was there by 3:00 p.m.

After lunch the group drove to the Chaffin marker. Everyone was impressed. Some drove back, while others mapped their way back to Cooke's Spring. There was plenty of evidence of trail on the way back: rust, glass, and cans. Charles found a muleshoe. There were sprinkles of rain on and off all day, with cloud cover and mild temperatures.

It was a cool night with no moonlight. The International Space Station came and then quickly disappeared, and the Milky Way appeared in all its glory.

Friday, October 12: Lake Valley and the Lower Road from Fort Thorn

Around 3:00 a.m. there was a show of thunder and lightning, and there was a light rain at 4:30 a.m. At 8:00 a.m. we left for our first mapping spot. The group drove to Highway 26 and then went about 15 miles to the turn onto on Highway 27, going north towards Lake Valley. Just beyond the eight-mile marker, we saw the three foot high Mormon Battalion pyramid. After another mile, we took the Sykes Draw ranch road to the ranch house at the Double S ranch. A woman drove out and, after Tracy talked to her, she reluctantly gave her permission for us to map.

We parked close to the Cardinal's Hat rock formation. The ranch roads were well kept. We planned to map the lower road from Fort Thorne to where it joined Cooke's Wagon Road. We split into two groups: Rose Ann, Don, Neal,

Ken, and Pat went east while Tracy, Mike, Cam, Greg, Dan, and Richard went west. Tracy had provided us with the waypoints we would be checking out on this trip – we downloaded the waypoints into our individual GPS units in order to use the "Go To" feature. The trail to the west was easy to see until after about two miles it disappeared at a fence line. The group found a solder top can, two cartridges from the 1870s, and some rust and metal fragments on the trail. Nothing was visible at the junction of the two roads.

Tracy picked up Mike, Gregg, and Richard close to a line shack with three graves from the Lake Valley War. The line shack has been fixed up since our last visit into a nice home with power, but the three graves were not in as good shape as earlier.

The group mapping east did not find much for the first mile due to heavy grass in a low lying area, but on going up a slope the trail became very evident. At a fence along the section line was a gate that had not been used for a very long time. Evidently the trail had become a road that was used into the time of the establishment of



Cardinal's Hat.

photo by Tracy DeVault

fences and gates, which was something we have seen before. The Whites continued beyond the gate, finding trail down the other side of the slope until it was lost in a low grassy area. They found many rusty rocks, glass, horseshoes, and solder top cans. The wind was getting worse. Greg hiked up to the top of Cardinal's Hat; he found pieces of pottery but no inscriptions.

The rancher did not want us to camp on the ranch, but she suggested that we would find a good campsite at the Lake Valley historic mining town just a few miles north on Highway 27. [See text box.] At the historic town, the caretaker recommended camping at the old cemetery up on the hill across from the town.

While part of the group was at the historic town, Rose Ann, Neal, Don, Mike, and Dan went up a side road to check out an alternate route to get to where we would map on the ranch the following day. They subsequently came up to the cemetery to camp.

The wind was howling, and it didn't help that we were on top of a hill. We used our vehicles to form a windbreak. Not long after sunset, the the wind died down to a cool breeze.

Saturday, October 12: – Lake Valley Cemetery, Double S Ranch Area

It had been a good night for sleeping – chilly but not cold. We left the cemetery at 8 a.m. and returned to the Double S Ranch. The rancher's wife met Tracy and voiced her concern over so many cars. Tracy told her we needed all the cars because we had our food and gear in the vehicles. He promised we would stay off the grass. We followed the ranch road out to Cardinal's Hat, took a turn to the north, and ended up by a corral called Outlaw Well.

Gregg, Dan, and Richard hiked down Jug Canyon to Foster's Hole, a natural cistern used by the Mormon Battalion. [See the illustration on the cover and the text box.] Dan said it was 30 years since his last visit and that he might not have the opportunity to see this site again. The hike down Jug Canyon is not strenuous. About 100 yards from the hole, we could see the Mormon Battalion plaque shining on the rock wall. It was an incredible sight to see the hole almost full of water and was well worth the effort. Philip St. George Cooke, the leader of the Mormon Battalion, described sitting above the pool and watching his men get buckets of water out of the hole for the animals. We looked for a debris site that Dan had seen before in the area above the hole, but we never found

Lake Valley

Ranches and mining claims were begun in the Lake Valley area in the late 1870s. A rich silver lode was discovered in 1881. The same year, a band of Apaches under Nana attacked the area, and were chased by Buffalo Soldiers of the 9th cavalry. The Bridal Chamber, which was the biggest silver mine, was discovered as the soldiers returned from the expedition. Ore from this mine was displayed at the 1882 World exposition in Denver. The town was a center of cattle rustling and was considered so lawless that the territorial governor ordered the territorial militia (under Major Albert Fountain) to arrest suspects. The militia's response was so brutal that the use of militias was later curtailed. A stage ran daily between Lake Valley and the nearby mining towns of Hillsboro and Kingston. The Santa Fe Railroad built a spur to Lake Valley in 1884. In 1893 silver lost value and in 1895 the main street burned down. Although manganese was mined for short periods in the 1950s, the last residents left in 1994 and Lake Valley became a ghost town. It is now a historic site preserved by the BLM.

Although one person buried in the Lake Valley cemetery was born as early as 1827, most graves are for people born in the mid-to-late 1800s. There are graves for two Confederate veterans of the Civil War, whose tombstones proudly state their military affiliation. There are a number of graves for members of the Nunn and Latham families, who were on the same side in the Lake Valley war.

The "Lake Valley War" of 1921 was a feud between the Latham/Nunn families and the Sykes clan over water rights. The Nunn's ranch house was burned and in response, John Sykes and Hood Sykes were killed and Charles Sykes was wounded. The Double S Ranch and the three graves on it were part of this dispute.

Richard Greene

it. Greg started mapping the nearby waypoints of Cooke's route, and Dan and Richard joined him. Greg found an old pearl handled penknife and Dan found half a mule shoe. We returned to the corral at 1:30 p.m.

Everyone else mapped east of Outlaw Well as far as Arroyo Cuervo, but found nothing. Tracy concluded that this was not where the road went. After lunch we drove back as far as a township corner. Tracy and Richard walked east down the fence line, hoping to find a way to get to where we wanted to map next, but there was no access. We would have to drive to Hatch to find a way in.

On the way out of the ranch, Tracy stopped to thank the ranchers for allowing us to map. The rancher's husband had returned, and he and Tracy had a good conversation. Tracy came away with the feeling that we had forged a friendship with them.

Don, Neal, Marian, and Richard toured the Lake Valley historic ghost town. The caretaker answered all their questions until closing time at 4 p.m. After the tour, the group drove about two miles down Macho Road off the highway and camped. It was a chilly night, with no moonlight. By 6:30 p.m. the group headed for their trucks.

Sunday, October 14: Arroyo Cuervo

We met in Hatch at 8 a.m. The group now included Brock and Levida Hileman, who live nearby in Truth or Consequences, and Charles Townley. We took Highway 187 north out of Hatch and turned west on a dirt road before crossing the Rio Grande. The river bed was composed of dry mud and shallow water. Tracy scouted out a side road which proved to be the right way to Arroyo Cuervo. The side road paralleled the river before turning west and leading up a steep hill over the massive earth retention dam of the arroyo. Past the dam we drove onto a soft gravelly road and parked by a wire gate. Our plan was to map the north route from the Fort Thorn area.

Rose Ann, Marian, and Levida stayed in the parking area while the rest of us headed out into a bushy, sandy flat that led to a pass between low lying hills. Cam found a rust rock on the pass. We went over the pass into similar terrain, across occasional shin-high grass patches and then into a rockier

area of less sparse vegetation beside a wide wash. Charles cried out, "Sand Hill Cranes," and we looked up to see a flock overhead making their unique calls. On a wide bench we came onto Cooke's Wagon Road where we found plenty of rust, cans, half a mule shoe, a horse shoe, and a boulder covered with rust. We stopped when we encountered ribbons indicating yesterday's finishing point.

The parking area was our camp for the night. Brock and Levida went home – they had lost all their camping gear when a forest fire got too close to their Wyoming cabin. Tracy downloaded our GPS units. Cam gave a lecture on the night sky. We saw the glow of Las Cruces, a shooting star, a starry night, but no moon.

Monday, October 15: Arroyo Cuervo

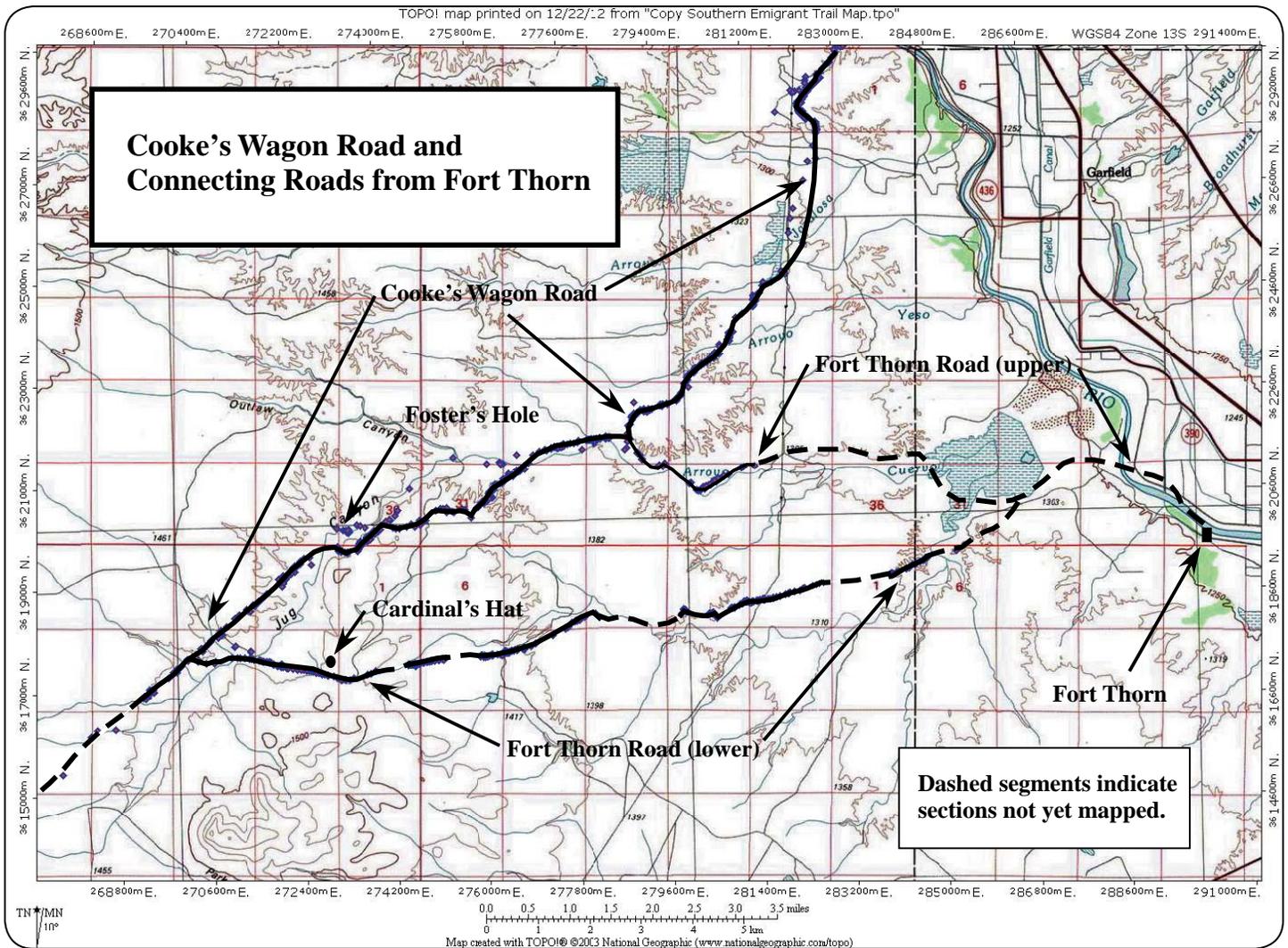
After a cold night, the group drove two miles back down the wash to start mapping. Tracy found rust at a point not far from where we parked, but this initial promise of trail did not hold up, and we found nothing going west. When we went east we found rust specks (probably from cowboy horses), cowboy cartridges, and pieces of an old light blue green bottle. We ended up not far from a power line. The only promise that this could be the northern route from Fort Thorn was a musket ball that Tracy found on the way back. By 1:45 p.m. we were all back at camp.

We now went south out of the wash on the power line road. The road was rough, which made for a slow, bumpy ride. There was some apprehension as to whether Richard and Greg could negotiate the steep hill to the top of the mesa – they did not have four-wheel drive – but they made it. After several miles we left the power line road and took another road heading northwest until we found a suitable place to camp.

We were now down to six: Rose Ann, Don, Tracy, Gregg, Mike, and Richard. It was a fabulous view from atop the mesa with a fiery sunset. We could see Hatch miles away, and around us was rolling terrain with a mix of high grass and bushes.

Tuesday, October 16: Power Line Road

We had camped almost on the trail. We started mapping at 8



Area mapped during the Trail Turtles' Fall 2012 mapping trip.

courtesy Tracy DeVault

a.m., again on the southern branch. Rose Ann, going west, immediately discovered rust while others heading east found more traces of rust. It was the start of a good mapping day. Richard went ahead to get to the farthest point. He called back to Tracy, telling the waypoint where he had found a nice stretch of rust. There were more artifacts than expected and there was no doubt we had found the trail. Along the way we encountered areas of deep erosion and often had to scramble up and down head high gullies that crisscrossed the area.

The Talbots joined us again and, along with the Johns, Don and Rose Ann worked west from the road. Cardinal's Hat was visible on the western horizon. Trail evidence was found, including parallel swales going up a slope. The group turned around when they encountered a grassy area. This was the same grassy patch where the Whites had ended their mapping on the first day. We could see the ridge where the fence

and gate were located and what looked like a possible open area in vegetation on the east side of the ridge.

By 1 p.m., Don, Gregg and Richard were at the power line road, which was the goal for the day. In 2005, the Whites had ended a mapping day coming from the east to this point. Tracy mapped until about 2 p.m. and found more evidence of trail.

Richard had a leaky fuel pump and ran out of gas 13 miles from Deming. Thanks to Don, Greg, and Mike, he made it into Deming, stayed the night and got the truck repaired. Tracy, Neal, and Marian camped at the west end of Cooke's Canyon for the night. The next morning they spent some time examining and photographing the extensive mortar holes and petroglyphs as well as two small caves in the area. Tracy met up with Richard in Deming and they headed for home.

Who We Were and Who We Are:

A Brief History of OCTA's Southern Trails Chapter

With many new members in what is now called the Southern Trails Chapter of OCTA, it is a good time to briefly review our chapter's history.

Credit must be given to Jack Root of Tucson, Arizona, for planting the "roots" (pun intended) of the chapter. In the fall of 1987 he invited OCTA members living in the Southwest to lunch together in Tucson. The chapter grew from those in attendance and, for a time, flourished. It was first called the Arizona Chapter, then the Southwest Chapter. Currently it is called the Southern Trails Chapter. The chapter publication, *Desert Tracks*, was initially entitled *Arizona Trails*.

The geographical area covered by the chapter has always made planning activities a challenge. Even at the beginning when the area was mainly Arizona and New Mexico, it was not possible to hold a Saturday activity where all chapter members could leave home, attend the event, and then arrive home by the end of the day, as is true for some OCTA chapters. Every meeting involved travel over a full weekend at the very least. Recently the chapter area has been expanded to include Oklahoma and Texas, making this problem even more difficult. (The distance from Fort Smith to Yuma is over 1,400 miles.)

Several chapter members approached the OCTA leadership from time to time in an attempt to inform them of the story of the various emigrant trails that crossed the southern states to California. These efforts initially fell on deaf ears, but more recently this has changed and our story is being fully recognized.

During the first few years, the chapter had four weekend outings a year, plus a summer planning meeting. We had four symposiums between 1989 and 1994 in different locations, and hosted a mid-year OCTA board meeting in 1998. In 2000, our first OCTA trail marker was installed at Apache Pass in Arizona.

Our initial outings were what we now call "gee-whiz" events where someone would research and lead a weekend event to see a part of the trail. As we learned more about

the trail, we began to feel that we could do more. Other chapters were mapping the trail in their regions, and we decided to do the same in the Southwest. In 1993, Don Buck conducted a workshop on how to map, using OCTA's *Mapping Emigrant Trails Manual*. A small group of us began doing week-long mapping trips to various parts of the trail in Arizona, New Mexico, and Southern California. We adopted the name "Trail Turtles" due to the fact that the participants hiked very slowly looking for trail and carried their "homes" with them as 4WD self-contained vehicles.

Gradually, we stopped holding the weekend events. The chapter struggled as the years passed and new leadership did not step forward. Eventually all the officers resigned, which prompted the chapter to either disband or reorganize. Fortunately the latter occurred. The scope has changed somewhat, but the chapter is again active.

Archives of past chapter activities and events can be found on the chapter webpage at <http://www.southern-trails.org/archives.html>. Many back issues of the chapter publication as well as a year-by-year summary of chapter events, including photographs, can be found on this website. You are urged to visit the website and learn about this unique OCTA chapter.

Rose Ann Tompkins
STC Archivist



Richard Greene, Don Buck, Mike Volberg, and Charles Townley in camp on the Trail Turtles' fall 2012 mapping trip.
photo by Rose Ann Tompkins

Historic Trails Across the Southern United States

Southern Trails Chapter Symposium
OCTA's Mid-year Board Meeting
March 14-16, 2013, Tucson, Arizona

The symposium will be held at and in partnership with the Arizona History Museum.

Thursday, March 14: Both the registration for the symposium and the OCTA board meeting will take place from 8 a.m. to 4 p.m. The opening ceremonies for the symposium, which will begin at 9 a.m., will include introductions and a showing of the OCTA film *Saving a Legacy*. During the morning and afternoon, talks will be given by David Miller ("The Southern Trails from Fort Smith"), Rick Collins ("The 1775 Anza Expedition and Spanish Colonial Life on the Frontier"), Tom Sutak ("Cooke's Wagon Road through New Mexico and Arizona"), and Carolyn O'Bagy Davis ("Fourth Wife: Polygamy and Revolution"). From 3:00 to 4:30 p.m., there will be a tour of the museum.

Friday, March 15: From 9 a.m. to 4 p.m., talks will be given by Andrew Masich ("Guarding the Southern Trails: General Carleton and the California Volunteers"), Michael Landon ("Overland Routes in the Southern Half of the United States: Sources in the LDS Church History Library"), Patricia Etter ("The Elephant in the Canyon"), Tom Jonas ("Kearny's March to California"), Cecilia Bell ("Butterfield Overland Mail; First Woman Driver"), and Maureen Kirk-Detberner ("From Ship to Sonora – The Story of the Wilbur-Cruce Mission Horse"). The STC chapter meeting will be held at 4:00 p.m.

Saturday, March 16: Two tours will be offered: Tour A will visit sites on the Juan Bautista de Anza National Historic Trail to the south of Tucson, while Tour B will focus on sites on the Southern Emigrant Trail in the vicinity of Apache Pass in eastern Arizona.

Tour A: The tour will travel near the Santa Cruz River along the route of the 1775-1776 Anza expedition which later was used by California gold-seekers and emigrants. The tour will include guided tours and presentations at the following sites: the San Xavier del Bac Mission, the "White Dove of the Desert" that was initially founded by Father Kino in 1692; Pima County's historic Hacienda de la Canoa Ranch, a Spanish land grant in the Santa Cruz Valley; the Tubac Presidio State Historic Park, Arizona's first state park, which commemorates a presidio founded in 1752; and the Tumacacori Mission National Historic Park, where the initial mission was established by Father Kino in 1691. Both parks have restored ruins, museums, and facilities. A 3.5 mile level hiking path along the Anza trails connects these two parks.

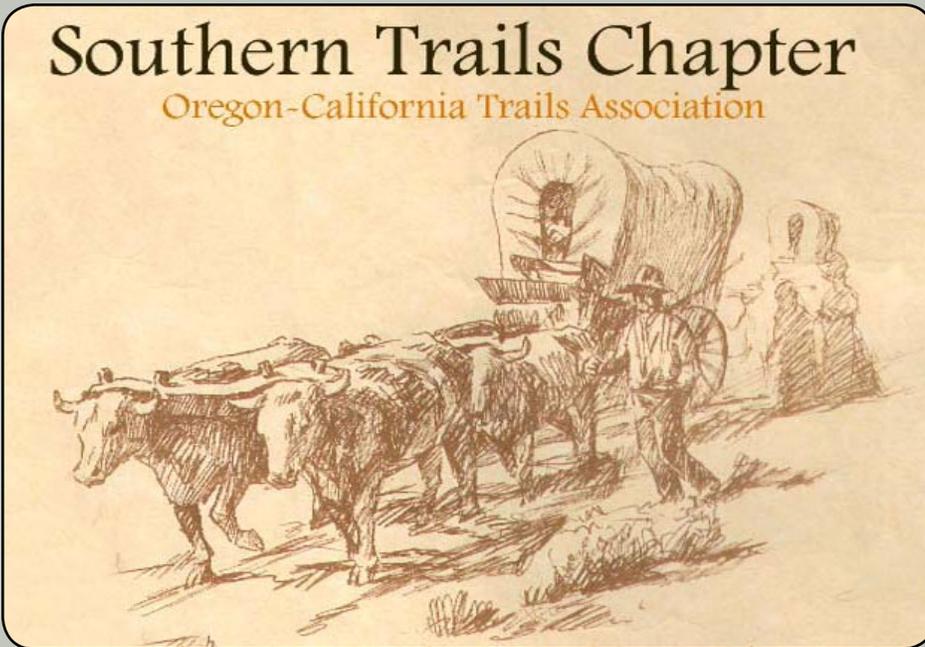
Tour B: This tour, guided by the Southern Trail Chapter's "Trail Turtles," will visit the Butterfield stage station at Apache Pass, hike to Apache Spring, and continue on to Fort Bowie. (A shuttle will be available for those who prefer not to hike.) The fort, established in 1864, is a National Historic Site. Attendees will walk the grounds of the extensive fort ruins and post cemetery, and visit the museum, which contains one of the remaining working heliographs (a military communication system that stretched from eastern New Mexico through southern Arizona and northwest to Prescott). The NPS staff will participate in the tour and give a presentation.

Southern Trails Chapter

Oregon-California Trails Association



OCTA:
The Oregon-California
Trails Association



**Trace of the Southern Emigrant
Trail west of Fort Thorn**
photo by Ken White

