

DESERT TRACKS



Southwest Chapter Newsletter

January, 2000
Richard and Marie Greene, Editors

Oregon-California Trails Association

A RECONNAISSANCE OF THE SOUTHERN EMIGRANT TRAIL THROUGH CALIFORNIA AND ARIZONA DURING DECEMBER 5 - 10, 1999

by Richard Greene

The Southern Emigrant Trail followed the Gila river from near Gila Bend until it joined the Colorado at Yuma. After crossing the Colorado, the Trail dipped down into Mexico to avoid the Algodones sand dunes and reentered the US along the New River near Calexico. The Trail continued along the west side of the Imperial Valley to Carrizo Creek, Box Canyon, Vallecito and Warner Pass. At Warner's Ranch the main trail went on through Temecula, Chino and to Los Angeles.

Our reconnaissance started in Chino, CA and ended east of Gila Bend, AZ.

The mapping group met at the home of Neal and Marion Johns in Lytle Creek, CA on the evening of Saturday, December 4. Neal and Marion have found and made their own

piece of paradise and it was a pleasure for us to enjoy it, appreciate Marion's artwork and all their hospitality. We spent the night in or nearby the Johns' place.

The next morning, after breakfast, we left for Chino, CA. Our mapping group: Don Buck (CA), Tracy and Judy DeVault (AZ), Richard and Marie Greene (NM), Dave Hollecker (NV), Neal Johns (CA) and Rose Ann Tompkins (AZ).

We met Phil Brigandi, our guide, and Dave Hopper, an OCTA member, in Chino. Phil Brigandi is a YOUNG historian and his passion is Southern California history.

TRACY DEVAULT, our trip leader, did an INCREDIBLE job. First, he found out about Phil Brigandi and then set up this reconnaissance. Without Tracy there would be no Phil and getting Phil to spend THREE days with us was INCREDIBLE. I think our group was ecstatic to bask in California sunshine and Phil's knowledge.

We were an eight vehicle caravan. We each had Phil's itinerary with notes about the places and their locations and we followed Phil gratefully through the traffic of Southern California.

Tracy DeVault views the Southern Emigrant Trail as it appears in the distance (upper right) snaking through the desert and then angling straight across the open flat (right to left). This portion of trail is between Box Canyon, in the distance, and Foot & Walker Pass, behind the photographer.



FIRST DAY—SUNDAY, DECEMBER 5 HIGHLIGHTS OVER 120 MILES

CHINO RANCH - Isaac Williams came to CA in 1831-32 and subsequently developed Rancho Chino. It was a regular stopping place on the Southern Trail and the Old Spanish Trail. In the 1850's US troops guarded the overland trails from here.

YORBA-SLAUGHTER ADOBE - By the 1850s the Yorba family owned approx. 200,000 acres from modern Riverside to Newport Bay. In 1850s, Raimundo Yorba built an adobe home. In 1868, F.M. Slaughter acquired the adobe and land.

TEMESCAL CANYON ROAD - Southern Trail route.

LAGUNA GRANDE BUTTERFIELD STATION SITE - close to Lake Elsinore (named after the castle in Shakespeare's "Hamlet"). There is an old story that the name Elsinore comes from a trail weary Mexican who tasted the water from the stagnant lake and when asked "How is it?," he replied "Like 'ell Senor." Lake Elsinore is the largest natural lake in CA.

OLD TOWN TEMECULA - Tourist town. Laid out in 1882 beside CA Southern RR .

WOLF STORE - Adobe building built in 1868 by Louis Wolf. Helen Hunt Jackson, author of "Ramona", stayed here in the 1880s and may have used the store as the example for "Hartsell's Store" in her book.

DAN TRIPP HILL - Leaving Temecula, the Southern Emigrant Trail followed Temecula Creek to what is now known as Butterfield Valley. The modern road, past Dripping Springs, was built by convict labor in the 1930s.

AGUANGA BUTTERFIELD STATION/ BERGMAN GRAVES - In 1858, the Butterfield station was established near a large spring. Butterfield called it "Tejunga". In 1864, Jacob Bergman bought the place and it became a regular stopping place on the trail. Family graves are on the site.

OAK GROVE BUTTERFIELD STATION - This is the only original Butterfield stage stop built by Butterfield still standing in Southern California. Ormsby called it "Halls Oak Grove." Today, it has been fixed up. Exhibits feature 1800s dress and furniture.

We camped at the Tamarisk Grove campground in Anza Borrego State Park. By 5pm it was dark and the temperature had plummeted. We drifted to bed .. early.

SECOND DAY- DECEMBER 6 HIGHLIGHTS OVER 74 MILES

Solar heat does not make for a hot shower in the early morning. After putting their quarters in the meter the women found that more water was coming from the ceiling and down the walls than out of the shower. The leak was reported..

CARRILLO ADOBE/WARNER RANCH - In 1831, Jonathan Warner came to CA over the Southern Emigrant Trail. Warner's adobe was the first real house that most of the 49ers met after crossing the Colorado. He was burned out by Indians. Ramon and Vicenta Carrillo rebuilt the present adobe in 1857-58. The building served as a Butterfield station, then a store and saloon. The Carrillos left in the 1870s but the building was occupied until the 1930s. Today, it needs restoration.

KIMBALL/WILSON STORE - After the end of the Butterfield in 1861, Cyrus Kimball established a store along the Southern Emigrant Trail. Kimball was murdered in 1865 and the store had several owners until Henry Wilson took it over in the 1870s. The store also served as a post office and existed into the early 1900s. From the store we could see the Palomar Observatory on a distant ridge.

WARNER PASS - When travelers crossed over the Pass on the Southern Emigrant Trail, the desert was behind them. The Pass is the lowest of all the passes in Southern CA. Warner Pass is now called Teofulio Summit after one of the first settlers in the area.

"FOOT & WALKER" PASS - the name "Foot & Walker" is based on the story that this was the worst grade on the stage route and passengers got out and walked up. We explored the area and found signs of trail and rust on rocks.

BOX CANYON - in 1847, the Mormon Battalion found that their wagons could not get through a narrow, rocky gap. While the first two wagons were disassembled and carried through the gap, men worked and widened the gap to drive through the other wagons. Possibly, these were the first wagons driven across the desert into Southern California. John Bartlett came through the canyon with the 1852 US Boundary Survey. We walked through the canyon and saw the trail. Rust marks high on the walls of the canyon may represent where tools were used to widen the gap.

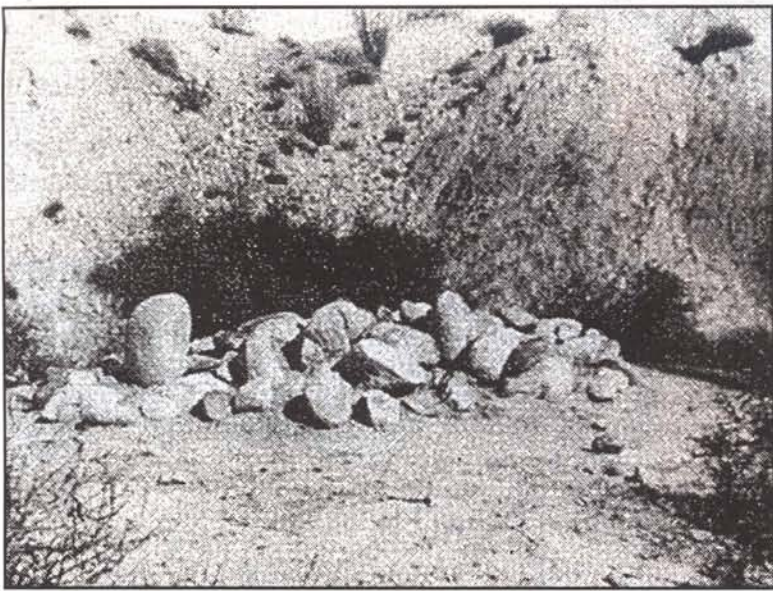
LA PUERTA/CAMPBELL GRADE - this was the worst grade on the Southern California stretch of the Emigrant Trail. Early maps call it "El Puerto". The modern road is named after Everett Campbell who settled nearby in 1916. Trail and rust were evident on the west side of the grade.

VALLECITO STATION - A stage station 1858-61. By 1934, the building was in ruins. It was rebuilt in 1935 with WPA funds. It is now a county park. We ate lunch here.

PALM SPRING - Two spring fed pools provide a sanctuary for endangered Pup fish. The pools are surrounded by Mexican Fan palms. Palm Spring was a Butterfield Change station and a watering spot for travelers.

CARRIZO CREEK - We needed 4x4 vehicles to make it through the 8/10 mile of running water...the amount of water was astounding. The water is dependable but alkali. Still, it was welcomed on the Southern Trail.

CARRIZO CREEK STATION - Flash floods and earth-



Joe Fox grave at Carrizo Creek as photographed by Lester Reed in the 1930s.

MEXICAN FORT- Not far from El Centro we arrived at the site. It is fenced off and you could see an old archaeological dig. In the 1820s, Mexico built a crude fort on the New River to protect travelers crossing the desert. The fort is north of the Southern Trail. In 1826 the fort was abandoned after an Indian attack killed some of the garrison. We jumped over eroded cuts in the sand cliff to look down at the course of the New River.

NEW RIVER - We drove down to a bridge over the New River. You see "Warning Sign— River Polluted. Stay away". Mexico and the US dispute responsibility for the pollution. The New river was mentioned by emigrants and nearby there was a Butterfield station, "Monument" (or "New River" as it was called by travelers). The US-Mexico border is just a few miles away at Calexico.

At the New River stop, Phil said his farewells to the group. Phil was heading back home and we were going to explore Yuma. We went our ways when we hit the Interstate. We were lucky to have Phil as a guide... we were sorry to see him go. It was good to stay in a motel and we didn't even need A/C in Yuma. Just as well.. our motel's A/C was not working. We had a SWOCTA business meeting after our meal and on returning to the motel we reviewed our plans for tomorrow.

FOURTH DAY- DECEMBER 8 HIGHLIGHTS OVER 95 MILES

YUMA - downright chilly. Strong wind gusts. Didn't know it could be chilly in Yuma. Kurt Wenner (Prescott, AZ) joined us. We were on our way by 8am. We should have slept longer.. the Yuma Crossing State Park did not open until 9am.

YUMA CROSSING STATE PARK - In the 1770s, Anza and Padre Garces made several expeditions and crossed the Colorado with the help of local Indians. In 1781, the Indians revolted against the Spanish, killed many and controlled the Crossing for 70 years. The Indians ferried emigrants and 49ers across the river. The John Glanton Gang tried to muscle the Indians out of the ferry business. The Indians killed Glanton and gang members. By 1850, A.B. Lincoln, a Yuma Crossing ferryman, reported he had taken 20,000 people across the river. Also in 1850, the US Army built Fort Yuma on the California side of the Colorado. The difficulty of keeping the fort supplied resulted in it being abandoned but a small force was left to safeguard the ferry crossing. The Park is the site of the 1864 US Army Quartermaster Depot that serviced military posts in AZ, NV, UT, NM and TX. Supplies were brought from CA around the Baja Peninsula to the mouth of the Colorado. River steamers carried the supplies up river to Fort Yuma or further north and wagons hauled anything overland. The Depot had up

quakes have leveled the site. Some of us thought that some of the foundation was still visible. Phil told us the story of a grave in the area that he would like to find. Tracy has written the complete story - "The Killing of Joe Fox at Carrizo Creek" - for the newsletter. We dry camped in the area. We were still in the Anza -Borrego State park and could not have a fire. Dave Hopper left the group to return to his home in San Diego. Again the chill and darkness sent us to an early bed.

THIRD DAY- DECEMBER 7 HIGHLIGHTS OVER 161 MILES

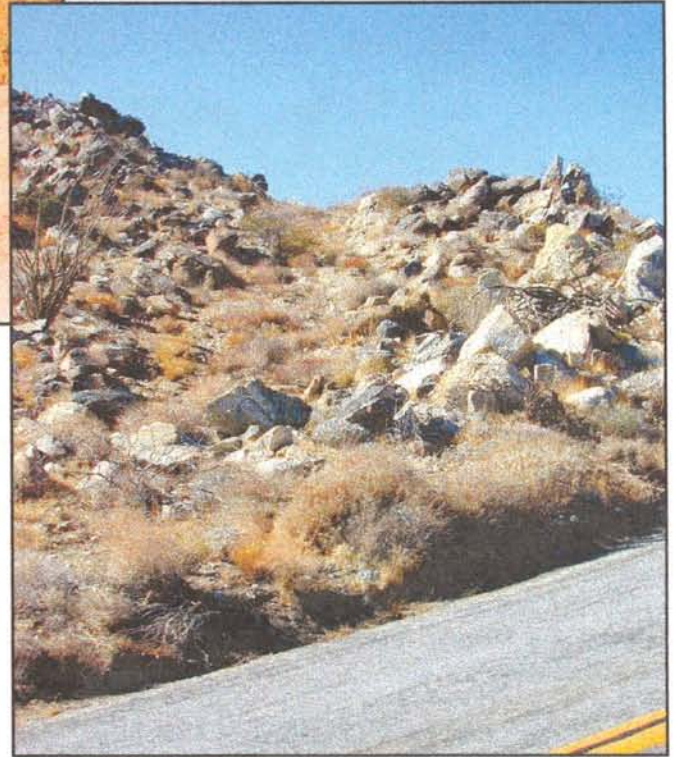
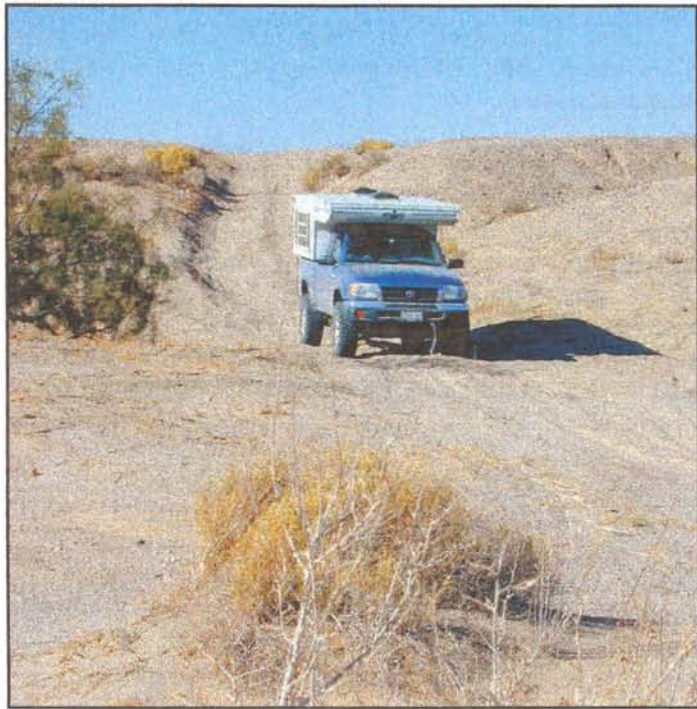
Cold nights. It felt good when the sun appeared. We backtracked through the thrill of the water in Carrizo Creek. Phil said "this is a dry year"—Wow! We backtracked because ahead on the Trail was an old bombing range. "off limits" Bombs are still found and the area is not safe. The backtrack was worth it. We went through a beautiful canyon (photo op) to reach the road to Ocotillo and at Plaster City we turned off to find the Trail. Plaster City is nothing but a manufacturing plant for drywall or sheet rock. It is well named.

SACKETT'S WELLS - named for stage man Russell Sackett. Shallow, intermittent wells were dug on the edge of washes as the Southern Trail crossed the desert. The roads we followed were "wavy," sandy and rough. We did not see any traces of the wells. Phil suggested that they had probably filled in. The wells were not dependable and Trail travelers reported there being no water until they got to Carrizo Creek. When we reached the edge of the bombing range, Phil pointed out where we had camped last night...about 15 miles away...we had come 30 miles through Plaster City.

IMPERIAL VALLEY & EL CENTRO - Desert turned to irrigated fields but the area did not look prosperous. It looked like tough times for farm workers and not an area to entice people to move to. Each to his own. El Centro was a bustling community. Some lunched at the City Park, some at restaurants. We gassed up.



*Left, top: Rose Ann takes on Carrizo Creek with Marie riding shotgun.
Left, middle: Neal on trail into Coyote Wash, north of Plaster City, CA.
Left, bottom: Last adobe remnants at Mohawk Stage Station on Gila River.*



*Right, top: Swale over La Puerto Grade parallels modern County Road S-2.
Right, bottom: One of many rust marks on the rocks of La Puerto Grade.*



to 900 mules and a crew of teamsters. By 1883, railroads made the Depot unnecessary and it was terminated. The Depot's buildings have been occupied by many groups e.g. Weather Service, Customs, Boundary Commission, Bureau of Reclamation and others.

We walked down to the Colorado ... the Yuma Crossing. Next, we drove to a Mormon Battalion marker. The marker was put up by the Boy Scouts of Kanab to recognize the crossing of the Colorado by the Battalion. Near the marker, the Colorado and the American Canal run side by side and this area is a conduit for illegal immigrants. The Border Patrol's presence is everywhere out here.

As we drove around Yuma's irrigated fields of salad crops it offered an interesting contrast to the Imperial Valley..for whatever reason the Yuma area looked tidy and prosperous. Of course, the migrant workers picking in the fields- even on this blustery day- may not appreciate the difference.

SNIVELY'S STATION - After lunch, we headed for Snively's Station. The area was beside RR tracks.. sandy and covered in brush. There was no sign of the station in spite of our search but the approximate location was placed from an old picture. Snively's was located at the northern end of the Gila Mountains. It was an original 1858 Butterfield station. It was the ranch home of Jacob Snively who recovered placer gold in the region and caused a mini gold rush. Snively was killed by Indians in 1871.

FILIBUSTER CAMP STATION - We stopped at the Wellton City Park to review our plans and were we lucky.. there was the stone monument for the 1858 Filibuster Camp station. The station was abandoned for the Antelope Peak site because of a better water supply. Filibuster Camp was named for an American group led by Henry Crabb that planned to take over an area of Mexico in conjunction with Mexican revolutionaries. When the Mexicans no longer favored Crabb's interest, they killed Crabb and 68 men.

MOHAWK STATION - It was called Peterman's in 1858 after a local settler. In 1860, the station was renamed Mohawk after the nearby mountain range. All that remains is the back foundation and a fallen corner section of adobe wall. A wire fence surrounds the site and a faded, barely legible sign identifies the station.

While some of us were beating the bushes, Rose Ann did some sleuthing and with Marie and Don discovered the station. Over our radios we heard the cries of exultation and a hint of smugness. The rest of us trooped over to check the discovery. We camped for the night nearby and this time we had our camp fire. We all contributed to the wood pile and chatted late into the evening by the light and warmth of the fire.

FIFTH DAY - DECEMBER 9 HIGHLIGHTS OVER 113 MILES

It was another cold night. Dave recorded a temperature of 24 and Rose Ann 27. Thank God for Neal. His compressor

inflated Richard's low tire but, more importantly, you know there isn't any emergency he can't handle. Neal brought up the rear of our caravan throughout the trip and we were all the more secure for his presence.

Don Buck departed for home at this point. Our trip was slowly winding down. We met Kurt in Dateland for breakfast. Kurt had made prior arrangements to stay in Gila Bend last night and so had left us at Mohawk Station the previous evening.

SEARS AND MAXWELL POINTS - It was a bad "wash-board" road to the Points. Our goal was Maxwell Point to verify the list of names on Independence Rock. If you have not been to the Points then you are missing a real treat.. at Sears are countless petroglyphs and at Maxwell is Independence Rock and some petroglyphs. We scrambled on the rocky slope of Maxwell Point (named for Lucien Maxwell) as we recorded names: L. Maxwell, Chas. H. Carson, J. W. Jackson Aug 1 1847, R. E. Doyle, L Benoit 1845, T.W. Wade Aug 23 1857, O Besar Sgt 1877, J Griffith April 15, 1845, H R Myles 1849. These were just some of the names seen over several hours of exploration.

PAINTED ROCK - we went to look at the Southern Trail near Painted Rock. Surprise - the area that we had visited a eighteen months ago was now fenced off. There were some access gates that we could have used for hiking but as time was getting on Rose Ann pointed out signs of trail from the road.

GILA BEND - We came into town looking for a motel. We separated and made plans for dinner. Neal was heading home after dinner, Dave would be going tomorrow morning and the Greens decided to start for New Mexico before dinner.

SIXTH DAY- DECEMBER 10

Only four of the mapping group remained to search for the Desert Wells stage station. Tracy, Judy, Rose Ann and Kurt headed east along the now paved highway between Gila Bend and Maricopa until they took a 2-track turnoff and headed north to the intersection of the Trail.

DESERT WELLS STATION - East of Butterfield Pass and along the Trail is the Butterfield Desert Wells station site. After checking references it was concluded that the station site is now called North Tank. There was litter and rocks that were probably from the fallen chimney of the station.

The group proceeded along the trace to the power line road north of Mobile. This trail is seldom driven - it is a bad stretch with numerous ditches that cut across the Trail. By noon the group was at the state highway. One more problem.. Kurt had to change a tire.

The group said their "Byes" and headed home. Another mapping trip was over.

THANKS TO ALL YOU MAPPERS.. Thanks Phil and Tracy, again and again.

APACHE PASS EMIGRANT TRAIL MARKER DEDICATION

In a dust storm and gale force winds, Richard and Marie Greene finally got to the sanctuary of the Fort Bowie Administrative office to deliver the OCTA marker to Larry Ludwig, Head Park Ranger. The SWOCTA Mapping Group will empathize with Larry and the Greens as the group had to cancel a day of mapping under similar conditions.

Randy Brown - "IS THE MAN" responsible for OCTA'S nationwide marker program. Randy gave SWOCTA the go ahead and, in case you didn't know, SWOCTA's Rose Ann Tompkins "IS THE WOMAN" who prepares all the artwork for OCTA markers. Between Randy and Rose Ann we got the Apache Pass marker. Apache Pass is located on an alternate of the Southern Emigrant Trail, now of the Fort Bowie National Historic Site in southeast Arizona. Of course, Larry was involved with the contents and seemed well pleased with the finished product.

Just before the last weekend of February, Tracy and Judy Devault and the Greens will work with Larry to select the site and install the marker.

This is the first OCTA trail marker to be placed by SWOCTA, and the first OCTA marker on any of the Southern Trail Complex. The **DEDICATION** of the marker will be held at Fort Bowie, Arizona, at **NOON** on **SATURDAY, FEBRUARY 26. THIS IS A CHAPTER EVENT** and we hope for a good turnout. Plans are under way for additional weekend activities. Contact the Greens for details.

THE TRUE STORY OF THE GRAVE AT CARRIZO CREEK

by Tracy DeVault

One of the best parts of our SWOCTA mapping outings is visiting after the day's mapping activity. Maybe there's a campfire or maybe we just circle our chairs to share goodies and trail stories. On this trip, Phil Brigandi, proved he was a great storyteller.

We were camped by the Carrizo Creek Stage Station site. Phil told us two great stories. The first was about Pegleg Smith, an Anza-Borrogo pioneer. Phil's Pegleg story was one he had told at a "Liar's Club" gathering and so he had to convince us that his second story was really a true one. The second story was about the last cattle drive from Arizona to California and the killing of Joe Fox. It's a true story and was fitting to tell on this occasion, because Joe Fox was killed and buried by the Carrizo Creek Stage Station. Phil got the story first hand from Lester Reed, another Anza-Borrogo pioneer and old-time cattleman. Lester had gotten the details of the story from Ed Vail who was on the trail drive and witnessed the killing. Here is the story Lester told Phil Brigandi...

DESERT CATTLE DRIVE OF 1886 THE KILLING OF JOE FOX AT CARRIZO CREEK

1886...A 2000 head cattle drive was planned by the great Empire Ranch - owned by Walter Vail and about forty miles southeast of Tucson, Arizona. The major reason for

the cattle drive was to challenge high freight rates by the railroad companies. The destination was the Warner Ranch in California, where Walter Vail had extensive cattle operations. The Trail Boss was a young Texan, Tom Turner, who felt confident he could successfully move a herd from Arizona to California.

The cowboys on this drive were Mexicans vaqueros with the exception of Ed Vail (Walter's brother), Tom Turner, and two young fellows who had joined the cattle drive near Yuma. These two young fellows had several horses and offered to help rather than to cross the desert alone. Turner accepted their offer. The two young men introduced themselves as the Fox brothers and along the way proved to be good hands.

From the Empire Ranch to Yuma, feed and water had been good. Turner took his time when water and grass were available so that the cattle would be in the best condition possible for the trip across the desert.

At Yuma, scouting trips were made for a place to cross the river. Willow Lake was the crossing - the river was wide, shallow, the water not as swift and the banks not so steep.

Before leaving the river every water container was filled. The water hauled would be only for cooking and drinking by the crew.

Water was running low after moving the herd for two days and a night and only one place had been found for

watering the horses. Tom Turner was riding point when a lead steer raised his head to sniff the air. The steer bawled lowly and then quickened his pace in the direction the breeze was blowing. Turner knew the steer had smelled water and let him lead the way. He hoped there would be plenty of water for the thirsty cattle, the weary men, the horses and the water containers. After about two miles the steer led the thirsty herd to a lake of fine clear water.

The herd stayed at the lake so that men, horses and cattle could rest. When the herd moved on, once again the lead steer "smelled" water and led the way to it. Finding a second lake was of great help in covering the remaining dry miles to Carrizo Creek. After arrival at Carrizo Creek, the herd was held near the water for more recuperation.

March 1, 1886 - It was morning at Carrizo Creek. A two-horse carriage with four men drove up. One of the men beckoned to Ed Vail, so he walked over. When the man asked if two young men with several horses were traveling with the herd, Vail recognized him as a sheriff from Arizona. The other men were the sheriff's deputy, a California deputy, and, an Arizona rancher from whom some horses had been stolen.

Evidently, the sheriff had trailed the Fox brothers and their horses to find out if they had the stolen horses. Vail cautioned the sheriff and his men for he knew the Fox brothers were armed and fast with their guns. The sheriff suggested the cowboys be told they were mining men who had come to look at a nearby mine. One of the Fox brothers asked Ed Vail who the strangers were. He was told that the four men were there to look at a mine, but, the Foxes eyed the four with suspicion. The sheriff and his men were asked to eat at the chuck-wagon, and all during the meal they talked about the mine so, as time passed, the Fox brothers became more relaxed. Soon after the men had finished their meal, the youngest Fox boy was standing by the front of the wagon, and the other was leaning against the tailboard. Simultaneously, each of the Fox boys was attacked by two men of the sheriff's party and disarmed. The sheriff and one of his men had disarmed the eldest and managed to hold him, but the younger one, after being disarmed, jerked away from his attackers and started running up a wash with a deputy in close pursuit. After pursuing the young man for about one hundred yards, the deputy suddenly raised his gun and fired. The young disarmed cowboy was shot in the back and dropped in his tracks. By this time the sheriff had handcuffs on the brother, and when Ed Vail looked up from the dead body, he saw the handcuffed boy coming toward the body of his brother. The officers told the handcuffed boy to stop, but he told them to go ahead and shoot him but he was going to his dead brother. After standing and looking at his dead brother for awhile, the handcuffed boy turned to Ed Vail and asked him to see that his brother's body was buried. Ed Vail assured the young man, who had been so loyal and cheerful through the hardships of the hazardous trek across the desert, that the body would be buried as best as possible.

The sheriff and his men left the dead body where it lay and started on their way to Temecula, CA with the elder brother as their prisoner. Some of the cowboys dug a grave where the body lay, and after wrapping the body in a blan-

ket, it was placed in the grave, covered with dirt, and then stones were used to cover the grave full length. Perhaps the killing of this young unarmed man who had been befriended during the hardships of the cattle drive was the major reason the drive continued on the following morning and away from the scene of such a tragedy. The herd took only a few more days to travel from Carrizo Creek to Warner Ranch.

At the hot springs on Warner Ranch, the cowboys - who had missed so many baths while on the trip from Arizona - enjoyed bathing in hot water, washing their clothes, and visiting and laughing with the Indians who could speak Spanish. The cowboys were taken to Los Angeles where they saw the largest town they had ever been in, but only a short time passed before their feet were tired and sore from the sidewalks, and they were anxious to get back to the Empire Ranch.

Soon after the drive was completed, a meeting of cattlemen was called at the Palace Hotel in Tucson. The purpose of the meeting was to discuss the establishment of a safe cattle trail from Tucson to the pasture lands in Southern California. Based upon the Vail Cattle Drive, Ed Vail suggested the improvement of watering places at the old Butterfield Stage Stations along the way across the Anza-Borrego Desert and proposed building a flat boat to take cattle across the Colorado River. When railroad officials heard of the meeting, they got permission for a representative to be present. After the meeting, the railroad promised that if no more cattle drives were made, the old freight rate on stock cattle would be restored. For many years, the Vails shipped cattle via the railroad from the Empire Ranch to Beaumont, California where they were unloaded and driven over the old narrow dirt road through Lamb Canyon into the Hemet-San Jacinto Valley, then through the Sage area, Aguanga and Oak Grove to the Warner Ranch.

Lester Reed gave Phil Brigandi more information ... Many years after the Fox boy was shot at Carrizo Creek, Lester worked for the Vail Company on the Pauba Ranch at Temecula and met Ed Vail. While visiting with Ed Vail he learned that Ed had kept a diary of the 1886 Cattle Drive and Ed felt that nobody had approved of the killing.

In 1910, Lester saw the Fox grave for the first time while on a cattle drive over the Butterfield Trail to the Imperial Valley. Lester said "As I sat on my horse looking down at the grave I could not help but feel the disarmed young man had been murdered...I felt that I would much rather have been the boy who had made the mistake of stealing the horses than to have been the man who shot him". Lester added that someone had placed a marker at the grave with the inscription:

Joe Fox, Age 19, Murdered

In the 1930s, Lester drove his car to Carrizo Creek from Imperial Valley and photographed the grave (copy on page 4 provided by Tracy DeVault). Later, Lester was told that the grave had been destroyed.

Phil is interested in finding the grave site.. maybe a future SWOCTA outing ?

MINUTES - SWOCTA BUSINESS MEETING DECEMBER, 7 1999 - SHONEYS, YUMA, ARIZONA

The meeting was called to order by Vice President Tracy DeVault.

MOTION: To give Phil Brigandi an honorarium of \$100, a SWOCTA T-Shirt, and a copy of the Westerners Brand Book if one is available. Made by Rose Ann Tompkins and seconded by Richard Greene.

There was a general discussion of this and Tracy DeVault offered the following amendment: That the honorarium be increased to \$200. Seconded by Don Buck.

The amendment passed unanimously and the motion passed unanimously.

There was general discussion of future outings and mapping trips, including the marker dedication at Ft. Bowie. Richard Greene delivered the marker to Ft. Bowie. The dedication is tentatively scheduled for late February. Rose Ann Tompkins will plan the next mapping trip for Spring, 2000.

There was also discussion on the future of the Chapter. We have few members who participate in Chapter outings or volunteer for Chapter duties (Officers, newsletter production, and planning outings). This in spite of the fact that there are more SWOCTA members than ever. This issue will be discussed further at the next business meeting. Probably at the Ft. Bowie marker dedication.

Meeting was adjourned.

Harland Tompkins, Strongbox Custodian, will send an up-to-date roster of members and a treasury report soon. If you want to be on this roster, please pay your dues.

TRAIL MAPPING CONTINUES

by Rose Ann Tompkins

As you can see by the lead article in this issue, the Southern Trail mapping project continues. This report is to bring the membership up to date on its activities.

First, a bit of history on the project. It got its start in October, 1993 when Don Buck led a mapping seminar in Flagstaff, AZ for a group of chapter members. This included both classroom and field work, learning to map trail according to OCTA's *Mapping Emigrant Trails* manual.

The chapter first attempted to combine mapping and weekend chapter outings. Realizing that weekends did not get us much return for the travel time and distance involved, a decision was made to separate mapping from outings and to lengthen mapping into week-long trips. The down side of the decision meant that fewer members would be able and willing to commit to the expanded times.

The plan was to have two of these week-long trips per year. Beginning with a trip in October, 1995, the chapter has now completed nine weeks of mapping. Those who attend the weeks come with self-contained, 4WD, travel units; we usually camp along the trail. This has involved approximately 55 person-weeks of field work, plus many hours spent researching trail diaries and old maps, and traveling to and from our homes.

The project has been a learning experience for those involved. We have become more adept at finding trail signs, forming good working relationships with private landowners and government agencies, and learning what works best for living and working in the rugged areas which confront us. We have been able to incorporate some of the newer technologies into our work which does make it go faster, but in order to properly do the job as outlined by OCTA's

Mapping Emigrant Trails manual, each mile needs to be walked at least once.

To remind the chapter membership what the Southern Emigrant Trails Complex contains, a map is reprinted below. Also reprinted here is a portion of a paper prepared by Don Buck several years ago.

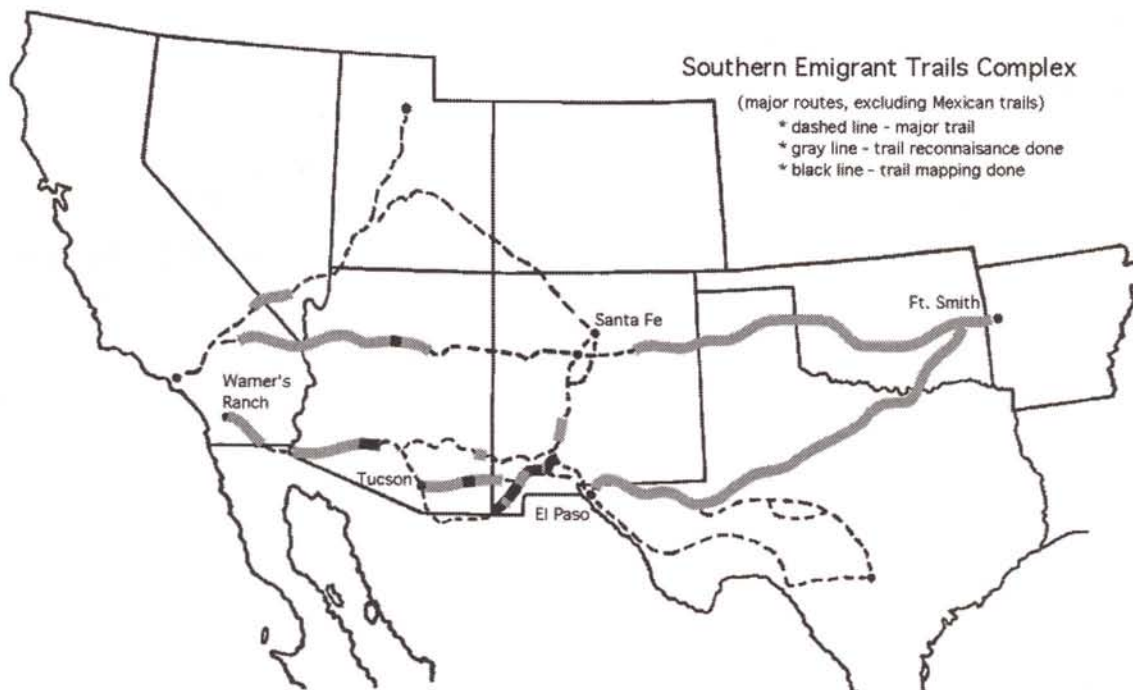
"The following overland trails comprise the Southern Emigrant Trails Complex. Dates indicate when a trail was first opened for packing or wagons. Distances are approximate and reflect either the total length of a trail (as in 1, 3, 4, 5, 6 & 9) or up to the point where a trail overlaps or merges with another trail (as in 2, 7, 8 & 10).

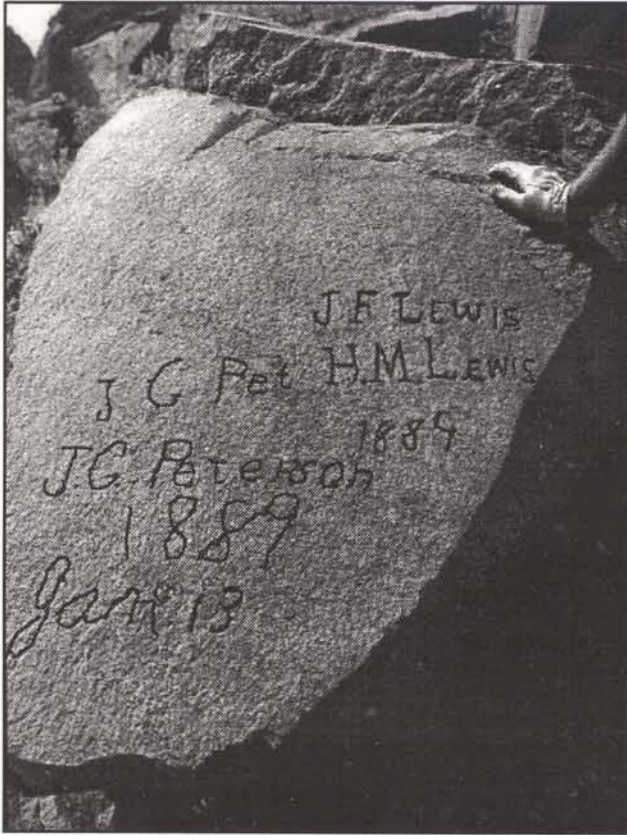
- (1) Fort Smith—Santa Fe Trail
[1849: Fort Smith to Rio Grande, 800 miles]
- (2) Fort Smith—El Paso trail
[1849: Fort Smith to Upper Road, 600 miles]
- (3) Upper Road
[1849: San Antonio to El Paso, 600 miles]
- (4) Lower Road
[1849: San Antonio to El Paso, 600 miles]
- (5) Southern Trail (Cooke—Graham Wagon Road)
[1846 & 1848: Along the Rio Grande, Santa Cruz and Gila Rivers to Warner's Ranch, 750 miles, excluding 150 miles in Mexico]

- (6) Apache Pass Trail
[1849: Branching off Cooke's Wagon Road to Tucson, 150 miles]
- (7) Gila Trail
[1846: Rio Grande to Pima Villages on Gila River, 300 miles]
- (8) Mormon Trail to Southern California
[1848: Salt Lake City to Old Spanish Trail, 250 miles]
- (9) Old Spanish Trail
[1830: Pack trail from Santa Fe to Southern California, 1000 miles]
- (10) Beale Road—Mojave Road
[1857 & 1859: Albuquerque to Old Spanish Trail, 7000 miles]

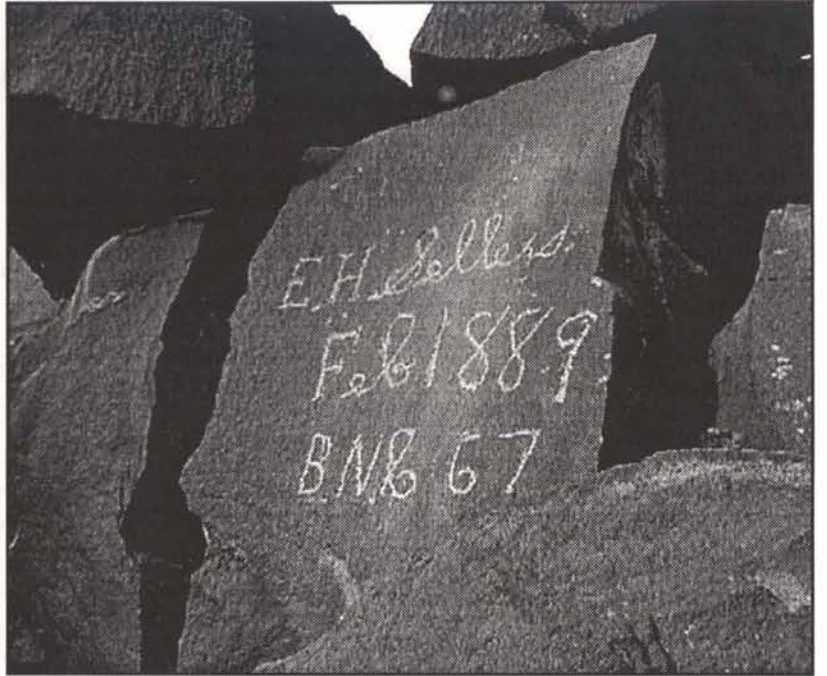
The above ten trails total close to 6,000 miles. Perhaps as many as one out of three overland goldrushers to California in 1849 took one or more of the southern trails."

The core group of mappers is small, but always open to new mappers. If you would like to get involved, we invite you to join us and give it a try. You can learn on the job. After learning the process, one can also work on their own along their favorite piece of trail. We can supply you with the necessary maps and diaries to help you. If you have research skills that could help us, or know of map archives we may not have utilized, we can use that information.





Tracy DeVault photo



Dave Hollecker photo

Inscriptions found at Arizona's Independence Rock along the lower Gila River.

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