

Ink Slinger (editor)

Doug Hocking

doug@doughocking.com or inkslinger@cochisecountycorral.org

Printer's Devil

Deborah Leah Lawson

COCHISE COUNTY CORRAL

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Recorder of Marks and Brands - Jean Smith
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The Border Vidette is published quarterly by the Cochise County Corral of the Westerners. The Corral meets at 7 p.m. the first Thursday of each month at Schieffelin Hall, Tombstone. Schieffelin Hall was built in 1881 as a theater and lodge of the Freemasons. King Solomon Lodge Number 5 still meets upstairs. The Corral is dedicated to preserving Western Frontier History and Legend and to having a good time while doing so. Membership in the Corral is \$20 and entitles the Ranch Hand to attend talks on the Old West, join us on Trail Rides (by automobile) to sites of historic interest, and to our publications: The Fremont Street Mail, a monthly newsletter, and the Border Vidette. journal. More information about the Corral can be www.CochiseCountyCorral.org and about Westerners International at http://www.westernersinternational.org/

The *Border Vidette* accepts **interesting** articles about Western Frontier History no matter how short. Articles should be sourced and accompanied by endnotes. An unlimited number of photos (JPG preferred) may accompany the article. If the author has the rights to the article, the *Border Vidette* is willing to republish it. The journal is only published on-line and may be distributed as a PDF via email. Please contact us if you think you have something interesting to share. Contact us at InkSlinger@CochiseCountyCorral.org

A vidette is the term used in the 19th century for a mounted (cavalry) lookout.

Cover: The painting came from the internet. We have an exciting sea story from Chuck Smith.

The Border Vidette

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Editor's Note

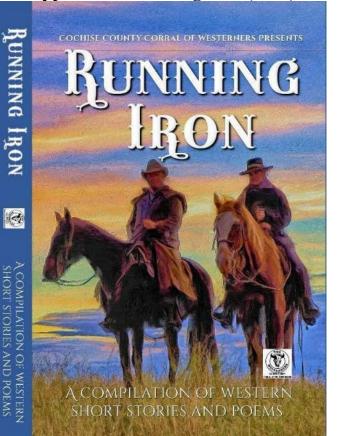
Congratulations to the poets whose work appeared in Running Iron (2024)





A running iron is a branding iron with which a brand is drawn freehand on the hide of an animal. That's a pretty apt description of the slice of the Old West within. There's a bit of Cowboy Poetry as well as a thick slice of short stories about what once was. It's been done freehand by members of the Cochise County Corral of the Westerners and some of their friends. Although the running iron was often a tool of the rustler used to redraw existing brands, we can promise you that nothing within came from anyone else's herd. These are our stories and poems arising from the Southwest borderlands where Tombstone is our home, Boothill just around the corner, and Mexico an easy ride to the south. Cochise County was once home to Cochise and Geronimo. We can look up to Cochise's Stronghold in the Dragoon Mountains, visit the spot where Geronimo surrendered, and walk where Wyatt Earp and Doc Holliday fought in the street with Curly Bill and Ringo. This was home to Apaches, rustlers, the cavalry, gamblers, outlaws, and train robbers. We export gold, silver, copper, beef, and now poetry, and tales too tall to keep at home. This is your chance to join the adventure!

www.CochiseCountyCorral.org



2025 WRMA WINNERS Will Rogers Medallion Awards

COWBOY WRITTEN POETRY

Running Iron

By Jesse Bradfield, Bob Spahle, Bill Cavaliere, Jane Moor, Mark Finley, Craig McEwan, Deborah L. Lawson, Paul Retzlaff, Heather Rose, Carol Markstrom (*Cochise County Coral*)

Cowboy Poetry published in Running Iron (2024) by the Cochise County Corral of the Westerners has won the top spot for Cowboy Poetry in the 2025 Will Roger Medallion Awards.



IT'S ROUND-UP TIME!

THE COCHISE COUNTY CORRAL OF THE WESTERNERS 1S AT IT AGAIN!

We're seeking original short stories and poems written by our Cochise Corral Ranch Hands for publication in our next book.

So... round up all your unpublished works and send them on over. We'll compile them into print and ebook form for submission to Amazon.

We will also accept graphics in black and white that can be sized to fit onto a 6 x 9 page.

If you haven't seen our first book, head on over to Amazon and key in *Running Iron*. As long as you're there you might as well download a copy! Hey... every sale supports our Corral.

If you're not already a member of the Cochise Corral of the Westerners, why not attend a meeting, pay a mere twenty bucks for yearly dues, then submit your best work. We'll get you published!

All submissions for this new endeavor must be edited, written in a Word .doc or .docx, and submitted to:

deboraklewis@yahoo.com before October 1, 2025.





The Journals of The El Paso & Fort Yuma Wagon Road 1857-1858 Superintendent Colonel James B. Leach

Transcribed and Annotated by Gerald T. Ahnert

For fifty-six years I have been researching and writing about the Butterfield Overland Mail Company, which was in service from September 1858 to March 1861 on the Southern Overland Trail. After amassing a great deal of primary source references, in my desperation to find new sources I thought there might be some missed information from the hand-written notes from which government reports were issued concerning the trail.

The main source for information about one project has been the report published in *The Executive Documents, printed by order of The Senate of the United States, 1858-'59'*, REPORT OF THE PACIFIC WAGON ROADS, "El Paso and Fort Yuma Wagon Road." It contained a brief description by Superintendent Leach and a more detailed report by his chief engineer N. H. Hutton.

They were improving the trail just as John Butterfield's Overland Mail Company crews were also improving the trail and building the stage stations to accommodate the OMC's stagecoaches. This construction is sometimes mentioned in Leach's reports. construction crews started out from El Paso in December 1857 and completed their mission arriving at Fort Yuma, California, October 1, 1858, just as the first Overland Mail Company stagecoaches were passing through Arizona and New Mexico. The first stagecoach that entered Arizona was on September 23, 1858. Butterfield continued

improving the trail until the OMC discontinued its service on the Southern Overland Trail. His improvements were the final stage of improvement and, because of its efficiency, it was changed little from the restarting of mail service on the route in mid-1867 until the demise of the Southern Overland Trail with the completion of the railroad in 1880.

Obtaining all the hand-written reports for the project in two very large files titled US National Archives Report I & II, it was surprising how much of the individual journals that were not published. They gave much more detail as to the improvements and changes in the trail, as well as important information for the many constructed or improved water sources. Although these hand-written reports and journals are important to my research on the OMC, they are also important to those who are presently trying to document the physical route of the trails though the corridor known as the "Southern Overland Trail." One group that is documenting the trail, that would benefit from the additional information is a group called "The Trail Turtles," who are members of the Southern Trails Chapter of the Oregon-California Trails Association.

The Southern Overland Trail section from El Paso, Texas, to Fort Yuma California was a primitive wagon road in 1857 before Leach began his expedition of improvement. A description by Major Woods, the General

Superintendent of The San Antonio & San Diego Mail Line, puts it into perspective:

"From San Antonio to El Paso, a distance of 651 miles, the road was opened in the year 1849 by a government train of several hundred wagons, en-route to El Paso; since that time the continual passage of government and freighting trains, as also the Santa Fe and San Antonio mail coaches, had beaten down an excellent road, before the labors of the El Paso and Fort Yuma wagon road expedition commenced.

That portion of the route situated between the El Paso and the Pimos villages has never had even a government train to open it. Colonel Leach's labors will be of great service in straightening it, finding new watering places, enlarging others, and in constructing tanks, if the appropriation will admit of such expenditure."

The first San Antonio & San Diego mail coach left San Antonio on July, 9, 1857, and from the government report the above quote was taken from, it also has a list of the stopping places along the approximate route (distances in miles):

From El Paso to Cottonwood 22
From Cottonwood to Fort Fillmore 22
From Fort Fillmore to La 6
From La Mesilla to Cook's Spring 65
From Cook's Spring to Rio Mimbres 18
From Rio Mimbres to Ojo de Vaca 17
From Ojo de Vaca to Ojo de Ynez [Inez] 10
From Ojo de Ynez [Inez] to Peloncilla 34
From Peloncilla to Rio Saur or Rio
Domingo 18
From Rio Saur to Apache Springs 23
From Apache Springs to Dos Cabezas
Springs 9

From Dos Cabezas Springs to Dragoon
Springs 26
From Dragoon Springs to mouth of Quercus
Canon 18
From Mouth of Quercus Canon to San Pedro
crossing 6
From San Pedro to Cienega 20
From Cienega to Cienega creek 13
From Cienega creek to Mission San Xavier -
20
From Mission San Xavier to Tucson 8

Silas St. John worked for both the San Antonio & San Diego Mail Line and Butterfield's Overland Mail Company. He is best known for surviving the September 9, 1858, massacre at the Butterfield Dragoon Springs stage station. A statement by him helps to show the transition of the trail in eastern Arizona being made more efficient by the Overland Mail Company:

"When I took the first coaches on the San Antonio Line East from Tucson, in December 1857. [, the] The road was via the Mission [San Xavier] thence direct to the point of the Whetstone Range, there were two roads, leading to Ft. B. [Buchanan] from this road, I cannot locate them, thence to the San Pedro River, which we crossed about 7 miles above [south] where Benson is now located, thence via Dragoon Springs, and zigzagged from Water Hole to water hole to Apache Pass, thence to Mesilla 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 in the Sulpher Springs, San Simone, and other valleys, giving a more direct and shorter road; That from Dragoon Springs West was changed cross the San Pedro at where Benson is now located; thence via Vails to Tucson."

Leach's wagon road only partly followed the stagecoach trail. The main deviation was at the San Pedro River which he followed almost to its conjunction with the Gila and then went west to again meet the stagecoach trail at Sacaton in the Pima Village's. The two maps that accompany his report show his route and the stage line route. Since they were drawn at the completion of Leach's wagon road project, the maps show some of Butterfield's Overland Mail Company stage stations.

Proposals for the Route

Proposal One

Washington, D. C. March 9, 1857

My Dear Sir,

In compliance with your request, I herewith submit and estimate in detail of the possible expense of the construction of a wagon road from El Paso to Yuma. I have consulted with Mr. A. H. Campbell, a civil engineer; who accompanied Lieut. Parke on the survey of a route for the Pacific Railroad, along which it is proposed to build the wagon road. Mr. Campbell is an able and experienced rail road engineer familiar with the cost of the roads, and entirely acquainted with the exact route from an actual survey, along which it is considered desirable to locate the wagon road.

As I stated to you in conversation, I consider it a vital point in the matter, that the proposed wagon road to follow the least possible deviation the route ascertained by the late surveys to be most practicable for a mail road, and the estimate herewith appended is based upon that understanding.

That you may clearly understand the estimate, I will give a brief sketch of the country in question, between the Rio Grande and the Colorado at Fort Yuma.

The entire distance is 539 miles. From the Rio Grande at Mesilla to the San Pedro (237 miles), the route is hard, gravelly character, that little work would be necessary except in occasional descents from one table land to another. The descent to the valley of the Sauz is the only one of any consequence. For the preparation of the roadway entirely from the Rio Grande to the San Pedro \$12,000 is considered very ample and it is doubted so much can judiciously be expended.

From the point where the road reaches the San Pedro, down the stream to its mouth (60 miles) the only work to be done is the cutting out of the mesquite. The valley is level, the water abundant, and the soil and grazing of excellent quality. For the cutting of brush (all that is required) \$20,000 is a large allowance.

From the mouth of the San Pedro for first twelve miles down the Gila the work is heavy, some little rock cutting being necessary. \$20,000 is considered very ample for this distance of twelve miles.

From thence to Fort Yuma (242 miles) the only work is occasional cutting out of mesquite and willow from the roadway, and some little work crossings of arroyos, \$250 per mile is a very ample allowance for this service.

The watering places are as follows. From the Rio Grande at Mesilla to Neide's Spring -----40 miles (One large tank required half way)

- Neide's Spring to Cook's Spring—12 "
- Cook's Spring to Rio Mimbres --- 21 "
- Rio Mimbres to Ojo de Vaca ---- 17 "
- Ojo de Vaca to Ojo de Inez ----- 12 "
- Ojo de Inez to Valle de Sauz ---- 40 "
- (5 large common wells at three playas, halfway)

You perceive therefore that water is only required at two places, in between the Rio Grande and Neide's Spring, and between the Ojo de Inez [Soldier's Farewell], and the Valle de Sauz [San Simon]. In one of the extensive depressions in the table lands it is proposed to construct a large tank, and arrange for bringing to it all the drainage of the immediate district. It is confidentially believed that abundance of water can be thus supplied for the whole year. The ultimate (a very large one) for a tank of sufficient dimensions and well-made and ______ is \$8,000.

The second point is the "Playa," 21 miles from the Ojo de Inez. This is the dry bed of a lake which contains water in abundance during the rainy season. It is proposed to dig five common wells of very large dimensions and about 30 feet deep in the dry bed of this lake and to drain all the water into them. It is believed that this will afford a very abundant supply. The ultimate cost of these wells is \$1,000 each for which sum they can be made in a first-rate workmanlike manner.

There are two points where the distance between watering places amounts to thirty miles. If necessary, it is desirable, wells or tanks can be constructed so as to divide these distances.

Recapitulations

For roadway from Rio Grande at Mesilla to San Pedro (237 miles) \$12,000

Down San Pedro River to its mouth (60 miles) \$20,000

Down Gila River to a point 12 miles below mouth of San Pedro (12 m.) \$20,000

From point 12 miles below mouth of San Pedro to Fort Yuma, 242 miles at \$250 per mile (242 m.) \$60,500

One large tank 20 miles west of Mesilla \$8,000

Five large common wells at "Playa" 21 miles west of Ojo de Inez \$5,000

Amount \$125,000

This estimate leaves a balance of the appropriation for the work amounting to \$74,500.00 which should be judiciously expended in improving the road wherever it may be desirable, is for the construction of additional tanks and wells.

I am satisfied that this estimate is fully equal to the expense of the work stated above and that with this amount a good wagon road, possessing every facility and convenience to be expected in so remote a region can be readily constructed.

In my own opinion it would be altogether advisable to let out separate contract work of preparing the roadway, and the construction of tanks and wells.

It also, above all things desirable that a competent engineer, familiar with such work, with complete knowledge of the route determined in, and thoroughly familiar with all the requisites for successful travel in the plains should be charged with a general superintendence of the work, at fixed salary, the contractors being found by this contract to locate the road on such line as he shall direct, and to complete it to his satisfaction, I would suggest to you that you drop a note to Mr. A. A. Campbell, whom I have mentioned above, and who is not in the city, requesting

to call upon you on this subject. He can give you whatever detailed information you desire, and is altogether reliable and competent.

I am very Truly Your Servant

Hon. T. J. Rusk Mr. Pope

U.S. Senate Washington City

March 10th, 1857

Proposal Two

Hon. Thomas L. Rusk U. S. Senator

My Dear Sir,

You requested my attention to a late Act of Congress upon the subject of a wagon road from the Rio Grande to Fort Yuma, on the Colorado, and suggested that I would present to you some plan of my views in relation to the location, and construction of it. I cheerfully comply with your wishes, but the notice is too short for me to do any thing more than sketch a very brief outline.

The object of your suggestions to me embraces---

First---

The consideration of the route which should be preferred.

Second---

The expense of making such a road.

Thirdly---

The best plan of contract by which to undertake it.

I am well acquainted with the country, and have taken a wagon from the Rio Grande to the Colorado. I did not follow Col. Cook's route, which is out of the question in this case, because of its circuitous direction, and that it is not the best.

In your suggestions, you assumed Mesilla, on the Rio Grande, as the point of departure.

From thence, there is but one desirable route. That lies by the way of Los Mimbres, the Ojo de Vaca, the Ojo de Inez, and the noted pass between a very high and solitary mountain, of perfect conical shape, called the cone, and the depressed bluff and of a short oval mountain. The distance from the Rio Grande is estimated, by the Mexicans, at one hundred and twenty miles. The reckoning is fair. About three or four hundred yards beyond the pass of the cone, and the oval mountains, Col. Cook, with his troops deviated to the left for fifty miles. Mr. Lareau, of New Mexico, an experienced guide, told him he would run the risk of perishing for want of water, if he attempted, on a straight line west, to pass the San Pedro. I had no guide. Tin and provisions had become precious to me. After examining the country, carefully, I determined to take the short route west to the San Pedro.

The road proposed by the Act of Congress should follow, from the pass of the cone and the oval mountains, the course of which I pursued to the San Pedro.

A brief notice of that part of my travel will give you a practical idea of the country.

From the Pass of the Cone [Stein's Peak] and the Oval Mountains [Peloncillos] to the camp, west of it, was about three miles. The next day I camped after an industrious march, on a tributary channel of the Rio Suanga [San Simon]. I obtained a sufficient water digging in its bed. My next march terminated in the night. I had no water but preferred to rest my

men rather than weary them with digging. At the peep of day I was upon my horse, and following the great drain into which I had directed my travel, I found within a mile, near the base of the Sierra Madre [Chiricahua Mountains], an ample supply of running water. At this point I passed the Sierra Madre. From thence, the route should be to the left of the dry salt lake [Willcox Playa], and of the little sand ridge which points its termination. Thence to the springs on the San Pedro River, about two miles below the Babacomeri Ranch. I passed through the centre of that salt lake. It was about eight miles wide. It had a deeply moistened soil, making the travel extremely heavy. At the west side of it, I found a very bold creek, breast deep to my mules. The water was only tolerable for drinking. That creek, further on, disappears in the sands. The next day, I could have camped on the San Pedro but chose to stop, and procured water in a rock. I found the San Pedro a narrow, dark, and rapid stream. The bottom generally of quicksand, which made it impracticable to pass, safely, my mules with their packs on, over any ford. Half a mile above the ford which I had selected, I found a very heavy growth of willow trees. With these I made a bridge over the river by cutting and casting them from either bank to the centre of the steam, without entirely separating them from the stump, and supplying a girding to the lapping of the tops, by other willow trees cut loose from the stem, and packed upon them, until I formed a level even with the banks. Over this bridge I transported all my packs, and my wagon, within three hours from the time I commenced it.

The sketch will give you some correct idea of the country through which the road must pass.

You will understand the route for the road better by dividing it into sections. The first section will be that I have just passed over. I will recapitulate that route—

From Mesilla on the Rio Grande to los Mimbres. This is a beautiful stream. The water is perfectly limped, and surpasses in sparkling brightness any thing I have ever seen. Thence to the Ojo de Vaca. The water here is abundant. It rises on the brow of a gentle descent, and pours forth from many sources. No reservoir has ever been dug out to receive it. The surface of the slope is covered by the water for a hundred yards— Thence to the Ojo de Inez—Thence to the Pass of the Cone and the Oval Mountains. thence to the valley of the Rio Suanca, thence to the Del Dado Pass [Apache Pass], of the Sierra Madre Range, thence west of the Dry Salt Lake, and the little sand ridge which points it, thence to the San Pedro Springs [Tres Alamos], on the west bank of that river. The distance is about two hundred and twenty-five miles (225).

There can be no difference of opinion as to the route to be taken for the road as far as the San Pedro.

I find the survey of 1857 followed precisely the trace I had made in January 1850. The point at which I touched the San Pedro is the most practicable place where it can be reached by a stage road.

There is however, a good deal of difficult ground to work over from the Mesilla to the Pass of the Cone, and Oval Mountains. From thence to the San Pedro the country is generally rough. The ridges, and broken scraps of mountains are sometimes, rocky, and will require much labor to make a stage road such as it ought to be. These remarks are applicable, likewise, to the approaches to the Sierra Madre, its crossings and to the topography of the country within seven miles of the San Pedro. At this river a substantial

bridge, capable of resisting its floods would have to be constructed.

This must be done at some point where the bluff banks, above high water marks can be had. Such banks are to be found a few miles above where I crossed it, but none below.

I state these facts, because they will materially affect the expense, and will account for the estimate which I shall make for this section of the road.

We have now reached the springs on the west bank of the San Pedro, the point at which the respective routes diverge, on to the mouth of the San Pedro, the other by Tucson.

We will follow that by the mouth of the San Pedro first. It will be all the way on the west side, and is generally good. Within a few miles of the Gila the mountains come close down to the San Pedro. There is an old trail of the Coyota Indians the whole way. The springs of the San Pedro from which we start are some distance west of the 110th Meridian. The mouth of the San Pedro, at which the road would touch the Gila, in considerably east of the 111th Meridian.

The course of the Gila from the junction of the San Pedro presents, therefore the direction of the road at the two lines, almost at right angles. The distance from the San Pedro springs to the mouth of the river is seventy-five miles, in a straight line. The first sixteen miles of the route down the Gila, from the mouth of the San Pedro, pass through a cañon. In its present state it can only be traveled by crossing and re-crossing the river many times. On either side, the bluffs of rocks are high, and often perpendicular. They are composed of granite, sand-limestone, feldspar, and basalt. Those would have to be removed sufficiently, on the south side of the Gila, in order to construct a suitable road. No objection for the want of water would occur

on this route. It would be the longer of the two, but after the mountains are cleared, which would be about the 111th meridian, no further obstruction would interfere from thence to the Pimos Villages.

The San Pedro, below the place diverges northly, sinks in the quicksand, but water could always be had by digging wells. The passage through the cañon would cost a very large sum of money.

It is likewise proper to mention that the route along the Gila, near the mouth of the San Pedro, would be much exposed to the attacks of the Indians. Above that, near the mouth of the Suanca, is one of their chief places of ingress and egress. Their trail is along the valley of that stream. (It is called by the Mexicans the Valle de Sauz.) There is, also, a gap of the Penal Llano Mountains, opposite the mouth of the San Pedro, through which the Navajoes have, sometimes, passed in pursuit of plunder.

The distance from the mouth of the San Pedro to the Pimos Villages is sixty five miles, in a straight line. It is a little more by the meanders of the river.

The two routes, which separate at the springs of the San Pedro, meet on the Gila about eight miles above the Pimos Villages.

We will now follow the route by Tucson.

From the San Pedro to Tucson is about thirty miles. The country is tolerably well watered. The town is situated upon the borders of the Lusmada[?] (desert) which lies between that and the Pimos Villages. The distance, in a straight line to the river, at the point where the road would reach it, is seventy miles (70). There is the junction with the San Pedro route.

The Journada is generally level and mostly covered with a chaperal growth, and artemesia. Occasionally, grass in bunches, may be had. I found pretty fair grass at the Picacho Mountains, which is half way. The first water in about twelve (12) miles from the town. It is in oblong pools, muddy, not deep, and rather warm. At the mountain there is a spring on top of it, but the water is absorbed by the earth as it runs out, and does not reach the base. On the level, east of the mountain. there are many, and long, narrow arroyos, closed at either end, where I camped. They are peculiar to this desert. Half of the year they are said to be filled with water. At the distance of sixteen miles, further on, the same description of pools are again found. They always occur in the lowest places. The surface of the desert is, occasionally, intersected with large (dry) arroyos, and with the channels of creeks, which have water during the rainy season only. I passed the desert, and found no difficulty. There could be three watering stations established there. One at the first twelve (12) miles from Tucson. Another at the Picacho Mountain, twenty-two miles from the first. The last place would be at the location of the pools between Picacho and the river. At the first, there should be a small tank. At the Picacho Mountain a very large tank ought to be constructed, so as to embrace the drainage of the entire surface of the mountain. This would afford a very large supply of water the whole year. If necessary, the water of the spring, on the top of the Mountain, could be preserved, and conducted into a special reservoir, birds are found at this place, and the rabbits are numerous. They are larger than our common fox. At the last station a tank should, also be made.

Stage contractors need keep no mules on the Journada, except at the central station, and there, only, temporarily. They should drive eight mules, in their spring wagons on the desert, instead of four. They should place,

there, to drivers on the seat. Grain could be procured from the neighboring towns of Sonora, from Tucson, and the Pimos Villages. Besides, as soon as Congress shall establish a Surveyor General's Office in that Territory, and erect it into a separate government, the people will feel some assurance of having their titles, to the lands they may wish to settle, secured, and will soon occupy them, and raise the greatest abundances of provisions. No question will longer remain of meat and bread. It will be found one of the most productive countries. The Pimos Indians now raise very fine wheat and corn on the Gila.

The facts as to the respective routes of Tucson, and of San Pedro, have been fairly stated. It should, perhaps, be added, that the cañon below the mouth of the San Pedro, would be liable to obstruction whenever the river was at its height, as there would be no deviation, which could be made for the confined track. The desert route could be prepared at a cheaper rate, and, probably would have the advantage of certainty, and safety. The other would be the best for water.

We have now arrived, by either route at the Pimos Villages. The distance from thence to Fort Yuma, by the line of the river, is two hundred and forty miles. By the way of what is called the cut off it is two hundred. The cut off is small desert of forty miles, which commences about seven miles below the Pimos Villages on the southwest side. It has a good surface to make a road upon, and a favorable place near the center to dig a well; and, a little further on, there is a handsome, solitary mountain at the base of which to construct a tank which would hold water all the year.

The surface of the ground down the Gila is very much the same all the way. Most of the alluvial lands are highly susceptible of cultivation. An occasional soda district, of small extent, present the only exception. Generally, it is thickly covered in the low scrub growth, or mesquite, which is difficult to remove.

At a point more than halfway between the Pimos Villages, and Fort Yuma, the alluvial lands have been swept off, entirely, to the bare bluffs which borders upon them. This was the effect of high freshets. In the place where this occurs the bluffs are of rock, and more than a hundred feet high. That part of the road, which would have to be made to turn this obstruction, would be expensive.

Such is a brief outline of the routes proper to be considered as to the construction of a wagon (or stage) road, from the Rio Grande to Fort Yuma. I will now state what I esteem a fair estimate of the expenses necessary to construct such a road.

In this connexion[?], however, it is proper to make a statement, in advance, which will apprise you in the consideration of the courses, and extent to the expenditures.

I shall suppose the road divided into two sections.

The First Section, from Mesilla to San Pedro, will be two hundred and twenty-five miles. (225) This includes the roughest parts of the whole country over which the road has to pass. It is, however, the most desirable, and the best portion of it. Through this section a great deal of grading will have to be done. There is one depressed mountain to cross which will require much work. The Sierra Madre has to be passed. It will not be more difficult to put into condition than the former. The surface continues rough until you are within seven miles of the San Pedro. Occasionally lofty bluffs of table lands have to be ascended and descended. They will be found more troublesome than the mountains. A large tank must be constructed between Mesilla and the first spring. At different points there must also be made four small tanks, and three common wells. (Common wells might always be placed inside small tanks, substantially made) The latter will probably have to be very deep. Tanks are generally to be preferred to wells. They are more costly, but more reliable. It is a good plan to dig wells inside of tanks, even if you obtain no water. If the bottom is hard material, when filled with rain, they never fail to retain the water the whole year. I would recommend this mode. At the San Pedro a substantial, and permanent bridge, cast above high water mark, should be constructed.

As to labor—

Mexican labor cannot be exclusively employed to execute this great work. Mexicans cannot be relied upon in such an undertaking, except they are connected with American employees. The latter are, in certain particulars more to be depended on than any foreigners. If the Mexicans were by themselves they would run at first crack of an Apache or Navajoe gun. The only men suited to engraft other laborers upon, in so wild a country, are Americans. They take naturally to the woods and never frightened by Indians. If you have three Americans you may take six Mexicans. The later, however, will not engage for much less than Americans.

There should be put under employment two hundred and fifty able bodied men. They should be assigned to three separate divisions of service—to wit—In the field of labor for the road, the wells, and the tanks—In the commissariat, for all it includes, and in the vigilance department. This last should have the protection of the horses, mules, and cattle, whether they are on the road, as pack mules and _____ oxen, or grazing to recruit, or as beeves kept ready for slaughter for daily use. This service should be strong, and well organized, for the Apache & Navajoe Indians

will never permit the road to be made, without attempting the plunder of the property. The only security against their treachery is to be always prepared for them. Any other course would be folly, and would end in breaking up the whole operations. The Indians have little fear of soldiers where duties are confined, within the stockade of a post to facing and dropping. They would dread twenty American riflemen on horseback who sleep in the open air, and are daily changing their locality, more than they would all the regular soldiers in the Territory.

The labors should be classified, and told off into sections of ten, fifteen, or twenty, according to the necessities of the service. Each section should have a foreman, who ought to receive increased wages.

The marking out of the road should be done by the government contracting agent, (or by the government superintendent). This would depend upon the plan of contract, and of operations determined upon. He who makes the road would be sure to select the best route, if he understood the topography of the country. He ought to have a sufficient force with him in the discharge of this duty of location, to perform the labor, and to insure safety. His duties would, still, or without inconvenience extend to the control of the whole operations. His absence would be short.

The grading and cleaning of the road he would place under a special subsuperintendent, who would have the immediate direction and management of all the laborers detailed for the purpose. He should keep a muster roll, and note all absences & etc.

The tanks and wells should, also, be placed under the direction of a separate subsuperintendent. Within his sphere his authority and control would be the same as that of the preceding agent.

The blacksmiths should be stationed with their respective shops at separate, and suitable places. One will not be sufficient.

The commissariat should be organized under whatever superintendent was found necessary. This could be arranged so as to insure certainty and safety.

Eight wagons, with 16 oxen each, ought to be placed upon the road between San Antonio and Mesilla. They should not be heavy but strong. Each ought to carry a spare axletree. A set of blacksmith tools, and fixtures, ought to accompany the trail, in a small four oxwagon, with charcoal. It is light. The wagons could make three trips in the year, with 5,000 lbs. each. This is more than a thousand pounds less than the Santa Fe wagons haul. If found necessary, the train could be increased. The wagons would proceed no further than the depot at Mesilla. At the high tides of the Rio Grande they should stop on the east bank, and their loads be taken over in a boat.

A guard should accompany the wagons under the command of a wagon master, who would have the control of the expedition. The stock should be duly watched at night.

Supplies of flour, sugar, coffee, and beeves, could be drawn from Texas. Sheep from New Mexico.

Drovers of cattle or sheep should always be accompanied by a sufficient guard.

Separate corrals for mules, cattle, and sheep, ought to be made, as near the operations of the road as water, and good grazing could be had. For their protection a sufficient guard of brave, and tried men, should always be in the saddle, during the day, and camped round the corrals at night.

Depots should be established at San Antonio, and on the Rio Grande an agent ought to be stationed at each place.

There ought to be 120 mules in service, and 170 oxen. Sixty pair of the latter would be assigned to the San Antonio road. Twenty-five pair should be retained in the field of labor, for ploughing and scraping the road, and for hauling, and, as supernumeraries.

Thirty carts should be put into service in making the tanks, and a few of these, occasionally, used in making the road.

The bridge at the San Pedro, the wells, tanks, and road, should be worked upon, at the same time, when in the same vicinity, and the labor so arranged as to close up the whole as nearly together as practicable.

This arrangement, and subdivision of labor, render judicious management, would reduce everything to system.

The contracting agent of the government, in this way, would always be able to supervise and control everything, and to understand, at all times, the precise condition of his service.

Contingent expenses will occur in the progress of the work, arising from losses of property in a long-continued service. These losses must be promptly supplied. It is not possible to tell what would be the extent of such contingent expenses. In the protracted operations of, at least, 533 working days, the losses of mules, and oxen, will occur, and the consequent necessity of purchasing others.

This contingent expense cannot berated, safety, at less than ten thousand dollars, for that length of time.

From my knowledge of the topography of the country, I am of opinion, that by the employment of two hundred and fifty men, of all service, the road may be completed in five

hundred and thirty-three working days. These would be embraced in 603 days, including Sabbaths.

The expense of the hands will not be less than one dollar per day, for each. This would include pay and supplies. Instead of any hope of its being less, the fear is that it will be greater. The project of building so great and important a road affects at once, before a lick is struck, the price of labor, if intended for that specially.

There is on item of expense that is certain, and fixed, and therefore must be counted. It occurs in the seventy Sabbaths which one in 603 days. No labor will then be performed, but the laborers must be fed, at a cost of several thousand dollars.

The preceding sketch presents a general outline of the elements of expense.

I subjoin a simple summing up, in figures, of the result, to which will be appended the expenditures for the necessary outfit, which forms an important element in the whole operation. The outfit, in the progress of a protracted, laborious, and trying service, in a country remote from all resources, often becomes a total loss. In this case, a great portion of it would be so lost, and the original value of the whole would no doubt be reduced three fourths, presenting a remainder of only one fourth. The destruction of live property in a hard and incipient service like this, and long continued, cannot be well understood, except by these who have been, and are familiar with such things. If the government made the road it would be an expenditure with just an equal loss. The work can't proceed without it, and that which becomes a total loss of element which forms a part of the estimates of expenditures.

There can be no difference of opinion about this—there may be as to the percent of the loss. Practical experience must decide this. At the close of the operations at the Colorado everything would be exhausted, or worthless, except the rifles, and the livestock. Of the livestock not more than one half would be living, or if so worth anything.—The remainder would not be worth one half of their original value.

With these explanations in advance, you will fully understand the basis of my estimates.

The length of the road is 533 miles. The number of employees, of all service, would be 250. The road may be completed in 533 working days. This would give, at the that rate \$250 per mile.

The statement of the expenditures would be as follows.

533 miles of road at \$250 per mile is \$133,250

Amt carried forward:

Amount	brought	forward	 \$133,250
	_		

Contingent expenses as stated in preceding explanations ----- \$ 10,000

Seventy days supplies to 250 employees, being that number of Sabbaths, in 603 days, when no work would be done. 70 days is equal to 2 1/3 months. Cost of supply to each @ \$10 per month is \$23.

250 employees, expense of supply of each \$23, for 2 1/3 months is ----- 5,750

Amt forward	\$149,000
Outfit 120 mules @ \$100	\$12,000
85 pr of oxen @ \$50	\$4,250

8 superior wagons	\$1,600		
30 carts (cost when they reached the labor \$75)	field of \$2,250		
Blasting powder	\$ 100		
Rope of all sizes	\$300		
Boring tools and fixtures for wells	\$350		
Boring tools for blasting	\$ 50		
2 cross cut saws @ \$7.50	\$ 15		
2 whip saws @ \$10	\$ 20		
6 sets of files	\$ 5		
1 brace & bits	\$ 7		
3 sets of augurs	\$ 10		
Carried forward	\$20,955		
Amount of the first items brought for			
Amount of the first items brought for \$	ward		
Amount of the first items brought for	ward 149,000		
Amount of the first items brought for \$ Outfit amt brought forward \$	ward 149,000		
Amount of the first items brought for \$. Outfit amt brought forward \$. Outfit continued	ward 149,000 20,955		
Amount of the first items brought for \$ Outfit amt brought forward \$ Outfit continued 1 keg of nails assorted	ward 149,000 20,955 \$ 8		
Amount of the first items brought for \$. Outfit amt brought forward \$. Outfit continued 1 keg of nails assorted 300 lbs of fine steel @ 20 cts	ward 149,000 20,955 \$ 8 \$60		
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Amount of the first items brought for \$ Outfit amt brought forward \$ Outfit continued 1 keg of nails assorted 300 lbs of fine steel @ 20 cts 50 Collins Axes @ \$2 400 picks @ \$2 (made of steel) 400 mattocks ((@1.25 made of steel)	ward 149,000 20,955 \$ 8 \$60 \$100 \$ 800 \$ 500		

2 sets black smith tools & fixtures \$ 200				
250 blankets @ @5 \$1,250				
65 tents & camp service @ \$5 \$ 350				
30 rifles @ \$11.50 \$ 345				
Ammunition \$ 60				
50 axe handles @ 23 cts \$ 15				
One 4 ox-wagon for blacksmith shop attached to train @ \$85 \$ 85				
1 set of blacksmith tools for train \$ 75				
Amount 26,173				
Total amount of expenditures \$175,173				
To this sum add \$6,000 paid to agents and superintendents \$6,000				
Total expenditures forward 181,173				

My opinion is that this estimate is below what will be the actual cost. I think so because no allowance is made for the rainy season. This also might protract the completion of the road 90 days beyond the time I stated. Not more than one third of the time could be occupied with labor during the rainy season. In that country, however it is occasionally very short.

Form this sum deduct the remaining value of

the outfit at the close of service, being at the

True amt total expenditures ----- \$174,630

rate of 1/4 of the regional amt ----

The road ought to be made in the track, 8 feet clear of the stumps, loose stones, and obstructions of every kind, and four feet on either side clear of undergrowth. It should be narrower in all great ascents of ridges and mountains.

The grade should be fixed at whatever would make the ascent of the ridges and mountains easy.

The expenses on the route by the mouth of the San Pedro would be greater. It would not require so many tanks to be made. The same number of wells, however, would be requisite along the San Pedro. The water of that river, most of the way, entirely disappears in the quicksand. But the canon below the mouth of the San Pedro would cost not less than fortyfive thousand dollars. Nevertheless, if the cañon can be so improved, even at that cost, that it would not present too low a surface in the road for high water, it might be desirable to adopt that route. I incline, however, with this can be done, decidedly to prefer the other. It is certainly practicable, and will, from the springs of the San Pedro to Tucson, within a few years, be surrounded with a largely producing country. The desert of seventy miles, I think, a matter of no great difficulty. The Pimos Indians say that they know of a route through it, along which water may be found at all seasons of the year.

The last consideration, which I proposed, with a view to meet the object of your suggestions to me, is as to the best plan of contract by which to undertake to build the road.

The act making provision for the road is in the following words:

"And be it further enacted that the sum of two hundred thousand dollars, or so much thereof as may be necessary, be and the same is hereby appropriated out of any money in the Treasury not otherwise appropriated for the construction of a wagon road from El Paso on the Rio Grande to

\$6,543

Fort Yuma, at the mouth of the Gila River, to be expended under the direction of the Secretary of the Interior, pursuant to contracts to be made herein."

Under this act the Secretary may do whatever, in his judgment, is necessary to secure the faithful execution of any contract which he may see fit to make.

He may, also, make a contract in any form he pleases, which, in his judgment, will best accomplish the object of the law.

A contract might be made for a specific sum for the whole road from the Rio Grande to the Colorado.

In this event a superintendent would be necessary, who under the instruction of the Secretary, should determine the location. At the completion of each twenty miles, he should have authority to decide whether it was properly made, and, if so, he ought to have the money on hand to pay the contractor, at least, two thirds of what he would be entitled to under his contract, at a pro rata per mile. The other third should be paid at the completion of the selective sections of the road, supposing it to be divided into sections.

The distance of that country, and many other considerations, make this policy absolutely necessary.

The other mode of making a contract would, perhaps, assume a speedier execution of the work.

It would be to form a contract with a party to make the road as specially provided for, with the condition of receiving a per cent upon the amount of money expended.

Under such a contract, the Secretary would have the power at all times, to increase or diminish the work upon the road and at the same time, have all the benefit of a responsible contractor.

I do not perceive why this mode would not be as much to be preferred over every other form of contract, for the expenditures of money upon that great and important work, as the expenditures of equally large sums of money, are preferred to be committed, by the War Department, to the entire direction of a single engineer.

Congress intended to give the Secretary a very comprehensive discretion, with a view to insure the execution of the great work. They took it from the War Department, that it might not be battled, or smothered by the routine, and forms, delays, and ceremonies of military etiquette, and parade.

It is only little scrap of southern territory we have. It is the great link to the Pacific. I hope the road may be made. I know it could be done and promptly. It is a thoroughly practicable route.

With great respect yours truly and esteem A. Anderson Hon. Thos. L. Rusk of Tennessee

Proposal Threeby James B. Leach

Description of proposed Road from El Paso to Fort Yuma

The law provides that the road shall commence at El Paso, and be made to Fort Yuma; I therefore propose to make it along the bank of the Rio Grande to Donna Anña; thence nearly west in its general course to Cook's [Coook's] Spring where the road comes in from Santa Barbara which is usually travelled by emigrants; thence, generally

westerly to the spring of Ojo la Vaca, crossing the Rio Mimbres in our course.

From this last named point I propose to construct the road nearly west for a distance of twenty-five miles; thence taking a course generally northwest by west for a distance of thirty miles; thence by a nearly west course for a distance of twenty miles more, I propose to pass into the valley of the Rio Suanca to where that river empties into the Gila, a distance of about fifteen miles; thence along the south bank of the Gila to about the point where it is crossed by the third parallel, a distance of about twenty-five miles from the mouth of the Rio Suanca; thence I propose to leave the river for a short distance to avoid its sinnousities, making a course a little southerly of west to the valley of the San Pedro river, entering it about fifteen miles above its mouth, and almost 40 miles from the point of departure on the Gila.

Following down the San Pedro river to where it enters the Gila, we here propose to cross the latter stream, for the better construction of the road, following the north bank for a distance of twelve miles. Recrossing to the southern bank we propose to continue for ten miles, then again crossing to the north side for the better convenience of wood, water and easier road making, and continue along the north side some six or seven miles. Recrossing the river, we propose to follow the southern bank to the Pimos Villages which are here scattered along the river some fifteen miles or so wherever they can find land suitable for cultivation with the opportunity of irrigation; we should propose to follow the line of villages some twenty miles; thence making a course a little southerly of west, cross the big bend of the Gila for a distance of about forty five miles to where we strike the river again.

From this point we propose to continue along the south bank of the Gila to its junction with the Colorado, the location of Fort Yuma; along this portion of the river the road would vary from one fourth of a mile to three miles from its bank.

I propose to examine the best known portions of the road I have proposed, in order to furnish some idea of the amount of labor to be done upon it, for I think an erroneous impression prevails as to the amount of labor needed upon the road contemplated by the Ast.

The present traveled road from El Paso to Donna Anña is up the eastern bank of the Rio Grande, passing through the State of Texas for a distance of fifteen to twenty miles; the principal settlement being on this bank. The country along the western bank of the river is of much the same features as on the southern side. For eight miles from El Paso the road would wind through a very hilly country, through which the Rio Grande here forces its passage. After crossing the hills the road could be constructed along the bank of the river over the level land of the Mesilla Valley, leaving the river some distance to the right, could be constructed along and over the gravelly hills; on either line of road some considerable ploughing and turnpiking would be necessary so that the heavy rains of summer would not render the road impassable for wagons; among the hills there would be many arroyos requiring repairing, or perhaps some rough bridges.

From Donna Anña towards Cook's Spring, the first twelve miles of the road is hilly, and at present, difficult in consequence of very steep ascents and descents, perhaps a thorough examination would develop a better road; passing the hills referred to, the road opens upon a rolling prairie country all the way to the Springs, in some places requiring preparation for wet weather, and throughout the whole distance requiring wells to be sunk, as water is scarce. Leaving Cook's Spring the road crosses a range of mountains where

considerable labor is required to make a good road. After crossing this hilly country, the becomes quite level, somewhat descending until you reach the Rio Mimbres. From Rio Mimbres to Ojo la Vaca the present road is over a prairie somewhat ascending, requiring wells to be dug to provide a supply of water. Throughout the hilly country, we have already described, as indeed all along the entire proposed line of road, wells must be dug or reservoirs constructed, for the great consideration of this road is water; in the rainy season there are numerous springs, creeks and other supplies of water which become dried up under the intense heats of summer. I propose to dig wells which will answer as small reservoirs to catch a small supply of water in case they fail to reach springs in being dry.

Another way of securing a large supply of water would be to dam up the mouth of an arroyo to a height of six to eight feet, selecting some situation where the water would back up a long distance into the valley; animals could be driven to such natural ponds and drink without artificial aid in drawing water; of course, on the prairie country wells must be made to answer the required purposes for water.

From Ojo la Vaca the road, in my opinion, should take a nearly west course, as I have before described, but the present emigrant road pursues a course generally southwest by south for a distance of about a hundred miles to the Guadeloupe Cañon and on through Santa Cruz and Tucson to the Pimos Villages, being generally known as Cook's Road, named after Col. Cooke who crossed to California with the Mormon Battalion. This road lacks grass, water and wood, though in places, supplied with all three. The advantage of this road for wheeled vehicles has made it the generally traveled road of the southern emigration; no road being opened through the more hilly country towards the Gila, but the loss of cattle and other stock has caused the California emigration for the past few years to seek the northern, or South Pass road through Salt Lake Valley--bands of cattle from Texas have been driven to Kansas and thence to California. I mention these and other facts respecting the old road to show the reason why I select a shorter though more hilly one from the Ojo la Vaca Spring to the Gila, in which I pass over a country very much like that described from El Paso to the Spring, though with better land than on the eastern portion of the road.

From the Pimos Villages in making a round through the hills to avoid the big bend of the Gila there is a considerable work to be done digging wells and making a good road through the canon and passes. This cut off is the last of or mountain road going west, and like the whole line of road is considerably cut up with arroyos, which may be temporarily made passable by cutting down the banks on either side, but, in my opinion the only proper way is to construct rude bridges that wagons may pass along as speedily as possible. In the summer, during a heavy shower, many of these arroyos would be impassable. Wherever materials could be procured, I should recommend bridging them throughout the entire line of road.

From the point where we strike the Gila, after leaving the mountain road, we have no more hilly country of consequence; plenty of arroyos, but generally fair wheeling until we come within fifty miles of the Colorado, when the road commences to be sandy. This piece of road is about one hundred and fifty miles in length, with a great scarcity of grass, if possible, this desert region should be copiously supplied with water by Artesian wells, and every means adopted by which the emigrants shall not be impeded over this long stretch of country, lacking grass, particularly when it is understood that they will have

another desert to cross, the western side of the Colorado on entering the State of California.

I have made my plans and estimates with the view of fitting out on the Atlantic side journeying through Texas to El Paso and there commencing operations. I propose to work my men in road gangs of convenient size, say fifty men to each, and at suitable distances apart, that I may superintend them all myself. I propose to construct the road westerly; finishing at Fort Yuma from which point I propose to take my white men to Los Angeles or San Diego, and there discharge them, selling all the animals, tools and wagons I have remaining; hiring my men with this understanding I should save expense to government of bringing them back to the settlements of Texas to be discharged.

I estimate for the hiring of one hundred mechanics and laborers in the outset of my expedition, my force to be increased by two hundred New Mexicans on reaching El Paso, as I can there obtain labor at one half the rates paid to white men. In estimating the prices to be paid to mechanics and laborers, I have endeavored to take as my basis of calculation the prices at El Paso, for I knew by experience that a contract made in Texas would have no actual binding force on men who were determined to leave under the seduction of higher wages or the greater inducements offered by the mining companies, Ι am afraid Ι have underestimated, if anything, the rate of wages. In the very warm country through which this road is to pass, the Mexicans acclimated to the heat make good laborers when they are working with a party of white men sufficiently numerous to protect them from the Apaches.

The salary of myself as Superintendent not estimated, it would be included in the amount

which I deem it necessary to set apart for contingencies.

6 subordinate road superintendents, one to each gang of men.

1 commissary to deal out provisions.

1 physician and surgeon.

6 carpenters.

3 blacksmiths.

6 watchmen, 1 to each camp.

3 herdsman, assistants from the Mexicans.

6 cooks, " " " "

Teamsters, one to each wagon to act as laborers on road, making up in all, one hundred laborers American.

Amount of Provisions required.

In estimating the amount of provisions needed I have deemed it most prudent to purchase every thing on this side not depending upon El Paso at all. I have done this for two reasons, the principal one is that El Paso is such a fluctuating market, that we may find ourselves, if depending on purchasing any supplies there, obliged to pay famine prices.

A second reason is, I shall require the wagons and teams in the course of making the road, hauling earth, stones, brush fodder, lumber for our bridges indeed all the requisite purposes to which wagons would be applied in making a road anywhere and if purchasing provisions at El Paso, we would be compelled to haul them on to our line of work any way; therefore I estimate the hauling of them from Texas. The only exception to this rule is in the line of fresh meat, I have only estimated half rations of bacon contemplating

the purchase of beef cattle from the Spaniards at El Paso. I have also planned to kill and eat a portion, if not all of the cattle we take from Texas to haul the wagons.

Estimated Provisions

27,000 lbs. bacon, only 1/2 rations, 1/2 lbs. each per day each man.						
245 lbs flour	1 1/4 "	"	"	"	"	"
33,000 lbs. hardbread	1 1/2 "	"	"	"	"	"
234 bush. beans	4 oz. "	"	"	"	"	"
3,075 lbs. rice	1 " "	"	"	"	"	"
19,225 lbs. sugar	3 " "	"	"	"	"	"
10,012 lbs. coffee	1 1/2 "	"	"	"	"	"
40 lbs. bbls. Vinegar	1/2 gill "	"	"	"	"	"
1,327 lbs. salt	1/2 oz "	"	"	"	"	"
434 lbs. pepper	1/8 oz "	"	"	"	"	"
2,675 lbs. soap	1 "	"	"	"	"	"
434 lbs. Saleratus	1/8 "	"	"	"	"	"
	98,101					

Small stores for doctor and medicines—all estimated to cost \$23,000

Fresh beef 1 lb. per day each man purchased at El Paso \$5,500

Total \$28,500

Estimate of Tools and Road Materials

30 doz steel shovels

12 " picks

6 ploughs

6 scrapers

Blacksmith's tools and forge complete.

6 doz. axes

19 " extra quality pick handles

9 " " ax

1 " heavy iron bars

25 kegs blasting powder

2 doz stone hammers

1 " churn drills

patent fuse and canisters

3 crosscut saws

1 doz. augers

1/2 " hand saws

chalk lines and chalk

1 doz. foot adzes

2 whip saws

2 sets of bitts

2 " " planes

Estimated cost \$4,000

Estimated Camp Equipage

60 large camp kettles

60 smaller " "

60 camp pans

500 tin plates

400 pr knives and forks

400 tin cups or canteens

2 doz. bread pans

1 doz. bake ovens

6 " butcher knives

2 " hatchets

Estimated \$1,000

1 doz. tents \$ 300

Arms and ammunition \$5,000

\$6,300

Estimate of wagons and animals requisite to transfer the needed provisions, tools, arms, ammunition, baggage, camp equipage, etc. etc.

40 covered wagons, 13 of them drawn by mules, the balance of them by five yoke of oxen to each.

78 mules

135 yoke of oxen

78 mule harnesses

135 ox yokes and bows

135 ox chains 6 heavy lug chains

6 saddle animals to keep train in order and hunt up stray cattle

Picket pins and ropes; shoes and nails extra.

Estimated \$35,000

Recapitulation of Estimates

Cost of provisions, salt \$23,000

" " fresh beef \$ 5,500

" " tools \$ 4,000

" camp equipage \$ 1,300

" arms & ammunition \$ 5,000

' wagons, cattle, mules etc. \$35,000

Estimated working days 70:

Wages of Americans @ \$2 per day for laborers and @3 per day for mechanics

170 days \$ 48,000

Wages of 200 Mexicans @ \$1.00 per day \$ 34,000

Total \$ 155,800

Leaving a surplus in the Treasury of nearly forty five thousand dollars for contingencies besides the amount received from sale of stock and wagons in California after delivering the workmen there; this would leave some balance to be expended the second year in repairs, where damage may have been done by the rains, or in further improving the road based on the first year's experience.

I have estimated for a very large working party that the road might be finished as rapidly as possible consistent with economy, and made available to the emigration at the earliest moment; indeed the road should be finished and the announcement of such being the fact made early in the coming winter, that the Pacific emigration of 1858 may avail themselves of the Southern Road.

Of course by simply reducing the number of men and equipment the time consumed in making the road would be proportionally longer. By increasing the number of men the road could be completed in much less time. The subscriber bases his plans and appropriation upon a practicable knowledge of what is here required, which knowledge he has acquired in contacting on canals and railroads, as well as in building ordinary roads, which he has previously done for Government in the territories; he begs leave to refer with confidence, to his previous connection with the Government.

Washington D. C.

March 1857 James B. Leach

Proposal Four by Albert H. Campbell

Washington, March 13th, 1857

Dear Sir,

In compliance with your request, I beg leave to submit the following suggestions with reference to an economical construction of the proposed Wagon Road from El Paso to Fort Yuma.

If it was the intention of Congress to construct this road in lieu of a railroad for the present, to facilitate the transportation of emigrants, the mails etc. to the Pacific Coast, the same considerations should govern its location. It should confirm as nearly as practicable to the purposed line of railway, diverging only from its main course, to render available the permanent supplies of water which are known to exist in its vicinity, and such points as are feasible for the construction of water tanks, or the digging of common wells.

After leaving the permanent water of the Rio Grande, it is desirable to reach the water of the Gila by the shortest practicable route, for obvious reasons. 1st to lessen the number of

line marches between water stations, which necessarily exist across the elevated plateau of the Sierra Madre. 2nd to bring into requisition the largest amount of continuous cultivable land and running water.

There are many objections to leaving El Paso directly, among which are the large districts of sand hills west of the Rio Grande which of themselves are almost a barrier to the passage of loaded trains, and the great distance to permanent water which is nearly 70 miles, and this (the Ojo de las Adjientas) lies in Mexico. The first permanent water (the Cassigalillo Springs) north of the boundary line is about 90 miles from the Rio Grande.

It would be advisable to examine a line from El Paso north westerly to skirt the flanks of Sierra Florida to Ojo de la Vaca; a tank can doubtless be constructed, and probably permanent water found in the detached basaltic hills lying between El Paso and S. Florida.

The most feasible route, as it seems to me, is to ascend the Rio Grande to Mesilla, crossing at Fort Filmore, and to pursue, a directly westward course as far as the Valle del Sauz or S. Domingo, diverging from the direct line to the proposed tank or wells to be constructed, and to the permanent waters which exist along what is known as Col. Cook's Emigrant Road, as far as the arroyo leading to Ojo de Inez.

From the Valle de Sauz, the shortest route to the Gila at the mouth of the San Pedro River, is through the Railroad pass, between the Chiricahui Mountains and Mount Graham, thence north westerly by the valley of the Aravaypa Creek to the San Pedro 12 miles above its mouth. This route is well watered and presents many advantages over any others. It is therefore worthy of a thorough examination. The only obstacles anticipated, being the canon of the Aravaypa through the

Sierra Calitro. This route lies immediately along the proposed railroad line of Lt. Parke.

The second route I would suggest for examination from the Sauz lies through the Railroad Pass or the Puerto del Dado, across the Play de los Pimos [Willcox Playa] through Nugent's Pass to the San Pedro at Tres Alamos or Agua Verde, thence down the San Pedro to its mouth. The route through the Puerto del Dado is shorter than through the Railroad Pass, but is very hilly and suitable only for light trains. This route from the Sauz to the Gila is about 38 miles longer than the former one, but has the advantage of the continuous water of the S. Pedro and the rich lands which comprise its valley. Aqua Verde or Tres Alamos, the point on the S. Pedro is about 50 miles from Tucson and is a more eligible position for a military Post and village at that place, there being several thousand acres of cultivable land in the vicinity and is accessible to the frontier towns of Sonora by means of the San Pedro Valley above. This is the route which I should recommend as the most formable and economical. From the mouth of the S. Pedro to the Maricopa wells, the road would occupy the valley of the Gila River. There are about 12 miles of difficult work for 12 to 24 miles below the mouth of the S. Pedro. The remainder is remarkably free obstructions, and will require but removal of a few mesquite trees.

From the Maricopa wells to Fort Yuma, the route lies wholly in the valley of the Gila, with the exception of the first 30 miles, which lie across the cord of circuitous bend in the river. The principal labor which will be required upon the route from the mouth of the San Pedro to Fort Yuma will be then grubbing of mesquite trees. The great advantages which this route down the S. Pedro and the Gila possesses over any other possible route across the country in question, is, that it passes through the greatest body of

cultivable land which is to be found between the Rio Grande and the Gulf of California, with the additional advantage of its being continuous and watered by living streams throughout its entire length.

To diverge from the S. Pedro at Agua Verde via Tucson, to the Gila, at the Maricopa wells; would only increase the distance about 6 miles, but scarcity of water on this route, and the limited quantity of cultivable land at Tucson and the dreadful Journada of 90 miles from Tucson to the Gila (though this distance may be lessened by the construction of tanks and wells) will disparage it in comparison with the San Pedro route.

To locate the road farther south than these points will be to divert it from its legitimate course and frustrate the designs of the Government.

The principal item of expense in the construction of the road from the Rio Grande to the Gila will be in the provision of water ____ at suitable distances, by tanks and wells, or acequeras [irrigation dictches], and the number and expense of these can only be estimate on inspection of the necessary localities. The largess ___ would probably not exceed \$8,000, and __ small __ over \$1,000 in cost [there are a number of ink blobs on original, as well as being poorly copied]. An excellent road, with all the requirements can be built across the proposed region within the appropriation.

To let out the road to the lowest bidder would in my opinion be an unwise course. It is a system so liable to abuse--as is attested by ____ and petitions, to every convening Congress from unfortunate contractors. The proper course would be to appoint and contract with a skillful superintending engineer, who is thoroughly acquainted with the country, the modes of travel, the organizing of parties, for duty on the plains,

give him a liberal, fixed compensation and require him by bond, to faithfully disburse the public funds, and perform this duty. His professional pride would prompt him to make judicious location of the road, and to a faithful, economical and speedy discharge of the duties devolved upon him.

I regret that a slight indisposition, together with an urgent matter which required my attention has prevented me for giving you a more detailed plan a suggestion with reference to construction of the Road from El Paso to Fort Yuma.

Any further information which is in within my power to give entirely at your service.

Very respectfully Your obdt. Servt.

Hon. L. F. Rusk Albert H. Campbell

Proposal Five by A. B. Gray

Southern Wagon Road from Rio Grande to Colorado River by A. B. Gray

Suggestions

of A. B. Gray, relating to the construction of a wagon road from the Rio Grande near El Paso, to the eastern boundary of California, opposite Fort Yuma, on the Colorado River.

It is presumed the construction of this road to be mainly for the accommodation of emigrants, to facilitate the general settlement of the country and the likewise with a view to an expeditious and certain overland mail through our own territory to the Pacific.

There are several practicable ways known, some possessing greater advantages for a railroad, but from a close study of all circumstances, I consider the following

described route the most feasible for a wagon road; the chief essential, that of water being more abundant and easier of access. The route referred to is marked red upon the accompanying map---the broken red lines indicating cutoffs or ways hereafter describe, and suggested for examination in the prosecution of the work, for the reasons given.

Route

Leaving the Rio Grande 4 miles above Mesilla---touching at Cook's Spring---crossing the Rio Mimbres and the Rio Suanca (or Rio Santa Domingo, as sometimes called) near the parallel of 32° 22"---thence across valley through pass Mount Graham and to the San Pedro, through a depression in the ridge bordering it. Thence down the valley of the San Pedro to the Gila river and down the valley of the Gila to the Pimos Villages; thence by the little Jornado, cutting off the big bend of the Gila and again down the valley of the Gila to Fort Yuma on the Colorado.

The length of this route is about 539 miles, in distances as follows; from Rio Grande to the mouth of the San Pedro 274 miles; from thence to Pimos Villages 78 miles, and from thence to the Colorado at Fort Yuma 187 miles.

This is very nearly the direction pointed out by me as a practicable railroad route, after my first explanation across the Continent, in the Survey of the Boundary under the Treaty of Guadalupe Hidalgo, 1852. This route might, for convenience of reference, be divided into two divisions of equal length.

First Division

From the Rio Grande to the mouth of the San Pedro, 265 miles.

Second Division

From the mouth of the San Pedro to the Colorado, 274 miles.

In this first division are observed three natural sections, divided by branches of streams containing abundance of water, viz;

1st Section

From the Rio Grande to the Rio Mimbres, 73 miles.

2nd Section

From the Rio Mimbres to the Suanca, 80 miles.

3d Section

From the Rio Suanca to the mouth of San Pedro, 121 miles, to first point of striking the Rio San Pedro 75 miles. From Rio Grande to Cook's Spring, a distance of about 50 miles, if permanent water cannot be found at convenient distances, cisterns formed from arroyos (depressions in the ground) should be constructed, three of which might be sufficient. From Cook's Spring to the Rio Mimbres, a distance of 25 miles, one cistern may prove necessary. But in this section a line from the Rio Grande, neighborhood of ā Moles (small Mexican settlements) to the slope of the Sierra Florida and coursing the northern base of that mountain and thence to the Rio Mimbres, might be found having superior advantages and particularly if it is in contemplation of having an Artesian well between the Rio Grande and Rio Mimbres. The Sierra Florida is said to contain timber, and canons or arroyos are likely to be found conveniently located for damming and forming reservoirs or cisterns, offering further inducements for mail or other stations. Besides 8 or 10 miles in distance saved by such route from the Rio Grande to the Rio Mimbres, a line may prove very practicable from the Hueco Tanks direct to the river opposite ā Moles---this shortening considerably the contemplated through travel from the east.

Very little time (a few days) need be assumed in making a thorough examination of this section, if properly managed, and energy, judgment and skill exercised in the matter. A good ford of the Rio Grande at all times should not be overlooked.

In the section from the Rio Mimbres to the Rio Suanca, the Ojo de Vaca and Ojo de Inez, are springs that might be availed of and it might prove better thence to course along the base of the Sierra de Burro and through the ridge bordering the Suanca, striking that stream to the north of the line of 32° 22". This would be particularly desirable, if upon examination, the depression between Mt. Graham and Mt. Turnbull, observed by me in 1851, form a good pass by which to reach the mouth of the San Pedro from the Aztec Valley of the Gila. This would avoid the long stretch across from Rio Suanca, through pass Graham to the San Pedro, and the Rio Suanca would be followed direct to the Gila. Thence although the fine Aztec Valley, the mouth of the San Pedro is reached by a road running two thirds of the way along streams and valleys having an abundance of water with very little difference in length and dispensing with the necessity of several cisterns that must necessarily be built on the line running west through Pass Graham.

As in the case of the first section, from the Rio Grande to the Rio Mimbres, so with the second section to the Rio Suanca and with the third to the San Pedro, very little time would be lost whilst the work of constructing the road from the Rio Grande progresses, in examining through these several points, and

in this way systematically, the wagon road be built over the best route.

Second Division

From the mouth of the San Pedro to Fort Yuma on the Colorado, about 274 miles.

The character of this division of the route changes very materially from that of the first division, inasmuch as the valley of the Gila, with the exception of the cut-off at the great bend of the river below the Pimos Villages, is proposed to be followed the whole way.

Only one portion of this division is elevated of any consequence, and that for 35 miles over what is called the "little Jornado", at the bend just referred to. Two or three cisterns may be required here, but arroyos occur that can be made use of.

About 10 miles below the San Pedro the Gila enters a cañon, rather abrupt in some places and on debouching, breaks through a round top mountain rock. This however, is managed very well by cutting a road around a short distance, or fording. It offered no obstruction to our passage, and accurate chain measurements were carried on by me in the demarcation of the Mexican Boundary, for over 200 miles below the mouth of the San Pedro, including this cañon. I reported it as perfectly practicable for a railroad in 1853.

Reservoirs of water for Mail Stations and for Emigration

Where Artesian wells are not contemplated, or ordinary wells of no avail, recourse must be had to constructing cisterns or tanks. Arroyos or ravines where the water flows freely during heavy rains, should be carefully selected. The most suitable points on them being taken, basins should be formed by making a dam across and laying walls of stone and earth sufficiently impervious to the

escape of water, as far as practicable. For the ordinary uses of stage purposes, small tanks, or wells, if feasible, constructed in this way would only be necessary--but for stock and heavy emigration, these tanks should contain upwards of 500,000 gallons each. These at distances not exceeding 20 miles, and if possible, every 10 miles, would be sufficient-for 20,000 head of stock passing along annually. Depressions in the arroyos for a depth equal to the extent of surface exposed to evaporation would be advisable.

Over the region of country from Rio Grande to the San Pedro river, embracing the western half of the elevated plateau of the continent in this latitude heavy and frequent rains fall during the months of July, August and September.

The arroyos are filled and bold streams are observed to flow towards the valleys and depressions in the plains.

The stations for tanks upon the section under construction should be first chosen, and if possible, constructed before the floods commence. An inspection of the ground by a skillful person would take but a short time comparatively.

On the line from the Rio Grande to the mouth of the San Pedro, there would be required probably 12 cisterns in addition to the springs and streams known to exist--this number may be lessened to 8, if upon examination the valley of the Rio Suanca is followed to the Gila. Thence below the San Pedro, possibly 3 or 4, may be deemed necessary, this making 16 tanks at most, requisite to be built. These reservoirs, at a rough estimate, may cost from 3 to 5 thousand dollars each.

Forage for Animals

Grass is a secondary consideration to water in the construction of this wagon road. The best grazing will be found through the first division and down to within 15 miles of the Pimos Villages. From thence onwards, a distance of --miles, good grass is very scarce, only here and there seen in patches. Tuft Grass, of a coarse and salty nature, prevails along the latter section of the road.

At the Pimos Villages the Indians cultivate, corn, wheat, beans, pumpkins etc. and, it is believed; almost all the grains will thrive for the two thirds of the distance on this route. Fine cotton, of a sea-island texture grows along the Gila, The Pimos and Maricopas manufacturing it into blankets etc. etc. Tobacco also grows, salt is had in abundance at the Rio Grande, brought from the Mines of Salinas de San Andres, some 125 miles north of El Paso. Fine and beautifully crystallized salt, very white and clean, is found, covering large spaces from 1/4 to an inch thick, below the Maricopa Villages on the Gila toward the Rio Salado. This is an important item for stock.

Climate

On this route from the Rio Grande, for 300 miles west toward the Pimos Villages, the climate is salubrious the year round. The heated air of the summer months is cooled by refreshing showers almost daily and in winter it is very rarely cold enough to freeze hard. Snow seldom falls over a few inches in depth. From the Pimos Villages down the Gila to Fort Yuma, it is extremely hot in summer, the thermometer, day after day ranging to 110° in the shade. It is nevertheless very healthy, the atmosphere being dry and free from all malaria or dampness

Settlements

On the route recommended, there are no settlements at present, after leaving the valley

of the Rio Grande, until reaching the Pimos Villages, inhabited by Indians. They are peaceful and industrious, and well-treated, may be made useful in expediting the construction of the road. Fort Yuma is a large garrison and a few families outside. Mines have been discovered 20 miles from the mouth of the Gila. The principal settlements are south of the Gila, some 80 miles, at Tucson, Tubac and the copper and silver mines. The Apache Indians inhabit the north of the Gila from the great canon to the Santa Rita del Cobre Mountains and Rio Mimbres. Some trouble may result from the proximity of the road to their country, but a judicious disposal of a single company of Rangers, an Indian Agent, and the establishment of stage stations along will soon confine these Indians to their mountain fastnesses and force them to a friendly disposition.

Conclusion----Work on the Road.

The Contractor, Commissioner or Superintendent, whichever may be determined upon by the Department, having agreed upon the plan of operation for the field under the general supervision of the Secretary of the Interior, should be placed without necessary delay, with working parties to the Rio Grande and commence the construction of the road on the first division westward. If an Artesian well is decided upon, between the Rio Grande and the Rio Superintendent of Mimbres, the construction of the road, might accompany the officer in charge of construction of Artesian well and on the officer selecting the spot for sinking the well the road should be immediately commenced. The first division of the road from the Rio Grande is peculiarly situated as to climate and season and should be commenced at once. This is more desirable for the immediate accommodation of emigrants, because the second division is

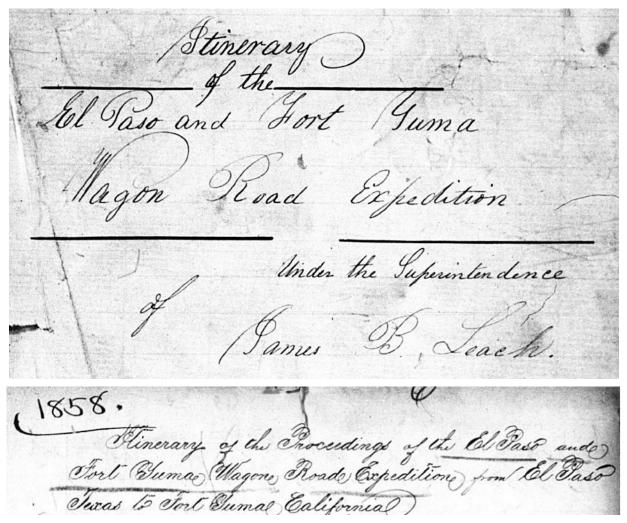


Figure 1 [Title page of the Itinerary; Author unknown possibly Leach]

already tolerable for wagons. The proper season likewise for building the Second Division from Rio San Pedro to Fort Yuma, is that of winter, say from the beginning of December when the extreme hot weather is avoided. Parties of the First Division will have progressed by that time, sufficiently, to enable them to work on the 2d Division.

The Rio Mimbres, the Rio Suanca and the Rio San Pedro may have to be bridged, unless firm and good fording places can be relied on. Bridges may be built of stone or wood, whichever may be most convenient and suitable. Where soft places are likely to occur in low ground or elsewhere in the rainy season, provision should be made against

"bogging" or detention, by ballasting and a good causeway of cobblestone and gravel.

There are numerous small, dry holes, that cause horses to stumble constantly along the valley of the upper Gila, but a road well beaten in and travelled will remove this annoyance.

If possible, the crossing of the Gila should be avoided, and the road made entirely on the south side or left bank. I have coursed nearly every bend in the Gila for 370 miles and upwards and chained the same, and am intimate with all its peculiarities.

[Transcription of the Itinerary Begins]

[page 1] Preparing to continue as best may be done under the peculiar circumstances of the case, the itinerary of the El Paso and Fort Yuma Wagon Road Expedition from the time of the arrivals of the advance detachment of the Expedition at El Paso, Texas. (a more properly speaking Franklin, Texas) until the completion of its labors at Fort Yuma, Cal., and the final disbanding of the Expedition at San Diego, Cal., if is proper to remark at the certain outset, that in matters completeness. Such as a record of each days particular expenses and a regular and succinct history of the marches, camps, and labors of the original working parties dispatched from El Paso, and La Mesilla in December 1857, and January and March 1858, this work will be lacking; in the former matter because purchases of stores etc. for the use of the Expedition were made from time upon account and expeditions for a season sometimes extending over a period of several weeks are covered by a voucher embracing the total amount; in the latter because the present reporter failed to accompany the working parties and the duty of preparing a report was committed to no one else. The facts however material to a correct understanding of the real amount of labor performed by the commission will it is believed, fully and satisfactorily appear in the report which will be submitted by the Corps of Engineers, which accompanied the Expedition, and a reference to the tabular statement of the expenditures of the expedition will it is hoped afford like satisfactory information

[page 2] as the manner in which the amount of the original appropriation for the use of the E. P. and F. Y. W. R. which has been disposed of, has been disbursed.

The present reporter trusts however to be able so to outline the early history of the affairs of the advance train of the Expedition after its arrival at El Paso & Franklin, Texas the initial point of all its operations and passing on to give such an account of its subsequent labors and of "the general characteristics of the country" which the El Paso and Fort Yuma Wagon traverses "and of the facts pertaining to the economy of travel" as may in some measure satisfy the demand of the Department of the Interior in this particular.

On the 21st day of October AD 1857, the mule train of the E. P. & F. Y. W. R., arrived at Franklin Texas after a travel of one hundred and thirteen days from Memphis Tenn. All of the officers of the Expedition originally appointed by the government accompanied this advance detachment of the Expedition excepting M. A. McKinnon disbursing agent. As has been remarked in the journal of the Expedition for July 1857 it was deemed expedient by the Superintendent to push on with the mule train in advance of the ox train. Mr. McKinnon had found it necessary to return to Memphis Tenn. from Des Arc, Ark., in order to rectify some error in the facing of a draft. (The error was chargeable to a banker). It never was Contemplated by the Superintendent to travel without the Paymaster of the Expedition, but so great were the exigencies which demanded his speedy arrival at the scene of the future operations of the Expedition, that reluctantly he was compelled to order

[page 3] the mule train forward without having the company, that gentlemen not returning from Memphis in time to join the advance peremptory orders for the use of all possible dispatch in the starting of the ox train, were given by the Superintendent to the officer in charge of the division of the Expedition and it will be remarked by reference to the journal for July 21st, 1857, that so great was Col. Leach the Superintendents anxiety upon this point that he returned to Des Arc, Ark., from Little

Rock, Ark., for the purpose of expediting if possible the movements of the rear train, and it was hoped from day today, until continual disappointment made a mock of desire the ox train would overtake the advance train on the plains. Not a syllable however reached the Superintendent concerning the movement of the important division of the expedition from which the mule train had been so inopportunely departed.

In this situation the mule train reached Franklin, Texas. Besides a considerable amount of private funds which the Superintendent had expended in the behalf of the travelling expenses of the mule train between Des Arc. Ark., and Franklin, Texas. he had found himself compelled to leave at Fort Davis, Texas, and at another point on the road orders a draft upon the Paymaster in payment for necessary supplies purchased and money advanced for other purposes. It was confidently expected by all parties that upon arrival of the mule train at Franklin. Col. Leach would receive such communications at least for Mr. McKinnon would relieve him from the embarrassments so inevitably

[page 4] consequent upon the lack of funds for the prosecution of his labors. No communication whatever however was received by the superintendent, not even intelligence concerning the whereabouts of the ox train. So few and so poorly worthy of mention were the obstacles to travel encountered by the advance train in the march from Des Arc, Ark., to Franklin, Texas, that the possibility of the failure of the ox train to reach its destination, was hardly speculated upon by any of the party in Franklin. Day after day however away and nothing was heard of the train. Meanwhile, however, though deviously crippled in all of his energies, by the uncertainty of his circumstances and the scarcity of funds. Col. Leach was not idle.

The Corps of Engineers consisting upon the overland march, of the Chief Engineer, 1st Apt. Engineer and his Apt. Engineers together with our two subordinates was increased and rendered complete by the addition of Chain-men, Rod-men, ax-men and others and at once dispatched upon the duty of surveying and locating the line of the intended.

Four working parties were organized and stationed at different points upon the chain of hills extending for a distance of some seven miles west of Franklin Texas. They at once commenced the work of grading and leveling the road.

About two weeks were consumed in the lastmentioned operations. In the meantime, the Superintendent, Col. Leach had visited the town of La Mesilla, N. M. distant about fortyfive miles above the town of Franklin and situated in the center of a fine valley of the Rio Grande.

[page 5] Fortunately at this point Col. Leach was able to negotiate with the house of Leonard Maurin [?] & Co. for the supply of such needed articles of company stores as were needed to fit out working parties for the west and for the advance of such sums of money as would be necessary for the most immediate and pressing necessities.

This arrangement being affected the entire outfit was ordered by the Superintendent to La Mesilla, N. M. Some four or five days were consumed at this latter point in the arrangement of the Expedition for its westward march. At the end of that time it was dispatched for this purpose of engaging upon the work of building the road in charge of the Apt. Supt. Mr. N. P. Cook, the Supt. deeming it incumbent upon him in the hope of hearing from the ox train or at least from the Paymaster after several days of fruitless expectation. Col. Leach determined to

dispatch a trusty and reliable Expressman to Fort Davis, Texas, with letters to the Commanding Officer at Fort Davis. representing to him the peculiar and embarrassing position in which he was place owing to the absence of Mr. McKinnon and requesting said officer on behalf of that branch of the public service with which Col. Leach was connected to furnish the above referred to Expressman with an escort to Fort Chadbourne or such point upon the plains as the ox train should be found at. This Expressman (Mr. Chas. Hagan) was at once dispatched with letters to the above effect. He performed the trip alone upon mule back from El Paso to Fort Davis a distance of 204 miles, but failed in the endeavor to obtain an escort and consequently returned to El Paso. Col. Leach now

[page 6] determined upon visiting Fort Davis himself still entertaining some slight hope that in the effort to through the ox train (might have reached the latter named point by the time of his arrival there. Failing in finding it there in order to ready for the emergency took with him Mr. Hagan, with a view of dispatching him per U. S. Mail via San Antonio, Texas, for the ox train. Arriving at Fort Davis, Colonel Leach learned incidentally that the Ox Train had gone into winter quarters at Fort Belknap, Texas. Mr. Hagan was at once dispatched to that point with drafts upon Pay Master McKinnon, for amounts sufficient to relieve Col. Leach's immediate embarrassments and peremptory orders to Mr. McKinnon to join Col. Leach at a place of rendezvous specified in the letter of instructions sent per Mr. Hagan.

The gentleman being dispatched Col. Leach at once returned to La Mesilla, via Franklin, Texas, at which latter named place he found a letter from Mr. McKinnon, informing him of the whereabouts of the ox train and enclosing a remittance of the sum of three

thousand dollars (\$3,000) which Mr. McKinnon stated is his letter, he thought Col. Leach might probably need in carrying on his operations. Of course, so insignificant a sum hardly sufficient to cover the current expenses of the Expedition for one week, could answer no very extensive purpose nevertheless the fact of having had communication with the Pay Master and a knowledge of his real condition and the expectations which he might reasonably rely upon gave Col. Leach some advantage in the matter of his individual negotiations for money,

[page 7] commissary stores and all other indispensable requisites to the carrying on of the work begun, and upon the success of which individual operations, it was now fully evident that the success of the Expedition depended.

Some month or six weeks had been consumed by Col. Leach's visit to Fort Davis and his detention on the Rio Grande. Meanwhile, more than our communication had been received from the working parties in the west or rather from the Apt. Superintendent having them in charge, representing increasing the want commissary stores at the camps. These communications were delivered to Col. Leach at Franklin, Texas; and he at once purchased an ample supply of beef cattle for Mr. James Dawson and also purchased a supply of stores at the El Paso branch of the of Leonard Maurin and Co. and entered into a contract with one Wm. Conklin for the transportation of said stores to the camp of the Expedition on the Gila or San Pedro river, as the case may be. Conklin's train consisted of six wagons with a team of eight mules each. This train together with some twenty head of beef cattle was dispatched from La Mesilla, N. M., to the camp of the El Paso & Fort Yuma Wagon Road Expedition on the 24th day of January AD 1857.

The present reporter left Mesilla with the above-mentioned train (on the 24th January). Col. Leach remained a La Mesilla, for the purpose of awaiting the return of his Expressman (Mr. Hagan) from Fort Belknap.

Mr. Hagan after a tedious and laborious trip rendered doubly so by the unusually inclement weather which he encountered returned to La Mesilla with an amount in drafts sufficient to meet the more pressing

[page 8] demands upon Col. Leach, and with certain intelligence to the effect that the ox train should be compelled to remain at Fort Belknap until the then approaching spring.

It may be incidentally remarked that the causes which led to the detention of the ox train may be summed up by stating that extremely unseasonable weather was encountered during the march of the train across Arkansas and northeastern Texas, the roads being rendered almost impassable by heavy rains; and another cause operating disadvantageously was the youth and unbroken condition of the oxen when purchased; many being unfit for the hard service imposed upon them. They died in numbers on the route.

Col. Leach upon the return of Mr. Hagan and after learning the real condition of his affairs at Fort Belknap at once purchased five wagons and teams and an extensive supply of commissary stores and proceeded to employ an additional force of laborers for the road. Several days were necessary to complete his arrangements for a start to the west, to join his working parties already engaged upon the line of operations. In the interim the Superintendent succeeded in securing the services of Capt. John B. Holliday, well known to the mail and public service of the Rio Grande as one of the most competent travelers of the Plains. This gentleman, Col. Leach employed to proceed to Fort Belknap and assume entire charge and control of the ox train and all the public property thereto pertaining, authorizing him also to dispose of such portions of the stock as he might deem superfluous. His arrangements being finally completed. Col. Leach left

[page 9] La Mesilla, N. M., with the train of five wagons above referred to, laden with commissary stores, a number of beef cattle and some sixty laborers the greater number of the Mexicans.

He succeeded in reaching the main camp of the Expedition then pitched on the Rio San Pedro, without loss or accident. With the additional force he brought with him, the work of building and improving the road and preparing tanks and reservoirs for water, was energetically pushed forward from day today and on the 28th day of May 1859 [8?], the entire force which had been engaged upon the line of the road reached La Mesilla. All of the working men were at once discharged with the exception of a number sufficient to herd the stock of the Expedition were to be kept until disposed of.

The office of the Expedition was in the town of La Mesilla.

No further communication of any sort was received by Col. Leach from the ox train except one letter announcing the intended departure of Capt. Holliday with the train about the first day of May 1858.

On the 23rd of June 1858, the ox train on the remaining portion thereof reached La Mesilla. The Superintendent at once addressed himself to the work of closing up the business of the Expedition.

An examination into the affairs of the Expedition showed a very considerable surplus of funds on hand and it was at length

determined by the Superintendent after full advisement with the Department and its

[page 10] agents to return over the route of the road and make such additional improvements in the road as would be found expedient and possible.

Large portions of the stock, wagons, working tools etc. were disposed of both by public auction and private sale in La Mesilla, N. M., and in El Paso or Franklin, Texas, (for a full understanding of which sales reference is respectfully made to the accounts which will be submitted herewith by the Superintendent through the Disbursing Agent.)

The present reporter now proposes to take the daily journal of the second march of the Expedition over the entire route of the road made in August Sept. and Oct. 1858, in connection with his knowledge of the country acquired in his two previous marches over large portions of the route made in Jany, Feby, March, April and May 1858, as the basis of a description of "the general characteristics of the country" and of the facts pertaining to the economy of the travel through the same etc.

Journal

1858 Aug 19th

Today the working parties which have been engaged upon the work between Franklin, Texas, and this point (La Mesilla, N. M.) returned to the later named place having completed their labors, which along that portion of the route consisted of grading heavy hills and removing heavy masses of stone from the road. The teams, wagons, working tools, and provisions remaining on hand were turned over to the Commissary Officer.

For a distance of six miles west of El Paso the road lies through a chain of hills to reduce to good traveling condition requires much labor. Nine miles west of El Paso is found the first supply of water. Seven miles beyond this water the Alamos or Cottonwoods are reached. This point is now occupied as a cattle rancho where during the past winter large quantities of government stock have been herded and corralled. The Rio Grande is near to the Alamos. Eight miles west of the Alamos, Willow Bar, much used as a camping and watering place, is reached and 12 miles west of Willow Bar is situated Fort Fillmore, near which point the El Paso and Fort Yuma Wagon Road crosses the Rio Grande.

The Apache **Indians** are frequently troublesome along this section of the route. They are notorious thieves, but cowardly rather than otherwise, and loss of property. More than danger of death is to be feared in regard to their movements. Good grazing is found along the greater portion of the fortyfive miles, extending between Fort Fillmore and Franklin and water of course is abundant. No portion of the above mentions stretches of country is at present cultivated except in the immediate vicinity of Fort Fillmore.

1858 Aug 20th

The camp, three miles below La Mesilla, N. M., was ordered to be broken up today and preparations to be made for a westward march on to-morrow. The evening found ready for an early start.

Aug. 21st

The wagons were brought into La Mesilla at an early hour this morning, laden with commissary stores and dispatched to the Picacho or Peak seven miles west of La Mesilla and the Foreman ordered to go into camp at that point and there await further orders.

The town of La Mesilla is at present within the territorial limits of New Mexico, but is included within the clearly defined limits, as boundaries of this section of country known as the ______ territory of Arizona.

The people comprising the population of this section have from time to time addressed the Congress of the United States upon the subject of their geographical position and the condition of their affairs, making these things the basis of their application for the purposed organization of the Territory of Arizona and their own incorporation with said Territory. They forcibly do, and can, with justice wage their geographical position, isolating them in a measure and removing them from connection either socially. Politically, and legally with the population of which Santa Fe is properly the center, as a good and sufficient reason for this

The town of La Mesilla contains a population of about four thousand, with an outside or suburban addition of properly one thousand as fifteen hundred more. By far the larger portion of these people are engaged in agricultural pursuits for which bottom lands of the Rio Grande are admirably adapted (the process of irrigation being resorted to.)

The staple productions of the soil are corn wheat. Immense quantities of pumpkins, melons and chili (a red pepper) are also raised and consumed and the culture of the vine and of fruit is rapidly attracting the attention of the people.

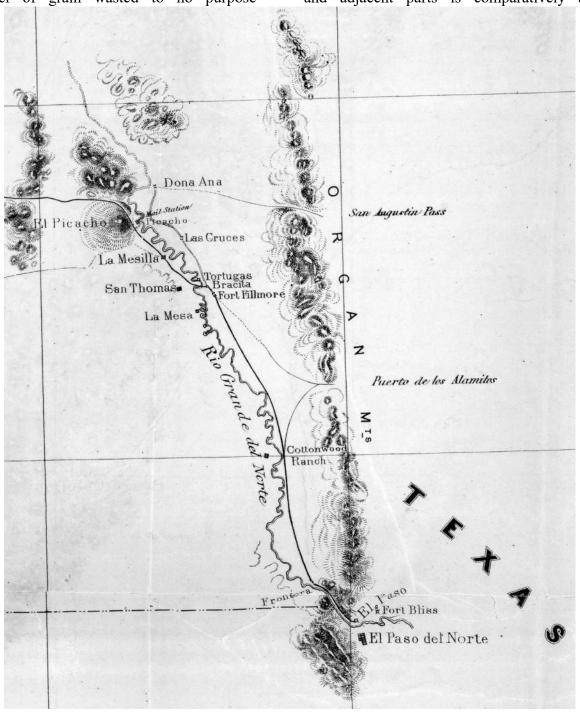
The number of Americans at present residing in the valley of which Mesilla may be considered the centre is a present but small; not yet sufficient to have succeeded any perceptible degree in modifying the customs and habits of the mongrel race now

occupying the soil. They, possessing a soil which without doubt fairly rivals in fertility, an upon the American Continent, have advanced in but slight degrees beyond the use if indeed not the knowledge of the most primitive methods of agriculture known to record. It is no less strange than true that they use nothing more than pointed sticks cleverly attached to long wooden beams or levers for the purpose of upturning the soil, which however, even with this imperfect case brings forth "a hundred-fold". The corn crops are planted in such a manner as to leave five or six stalks standing in a hill, these stalks each in their turn from the very fatness of the soil producing suckers, the very luxuriance of the growth of which so chokes up the main stalks that nubbins, as imperfect ears are called, and barren stalks are found in such quantities as in the opinion of the reporter reduces the actual produce of an acre to about two thirds of what it should be, were the land properly prepared, the corn properly planted, thinned out or "suckers" in due season, in shortcultivated as it ought to be—

Equally shiftless and unprofitable is the manner of harvesting wheat in these people. There are few finer sights than a field of wheat ready for the sickle on the Rio Grande. Acre after acre stretches away before the pleased vision "as level as a barn floor". The heavy and bending ears of the grain seem ready to burst with the fatness of plenty. In some corner of the fields a circular enclosure of fifteen or twenty steps in diameter is "cleaned off", thoroughly and fenced around with willow or cottonwood saplings. Into this enclosure is thrown bundle after bundle of wheat until the pile reaches a sufficient magnitude. When a number of the mustang ponies of the country are turned in. These are forced into a circular kind of trot which is kept up until it is thought the work of thrashing or rather tramping is complete. The chaff is then separated from the wheat by a slow and laborious process of hand fanning

and this same routine goes through time and again until all of the entire crop which they manage to save is housed. Pass by one of their threshing places two weeks after the storing away of the crop and where the wheat was threshed and will be seen a dense growth of young wheat which speaks of bushel after bushel of grain wasted to no purpose

whatsoever. It is not strange that with such unthriftiness these people are altogether behind the age. The towns of Dona Ana, Los Cruces, Tortugas, La Mesa and Santo Tomas are all in the vicinity of La Mesilla and like it all support an agricultural population. The amount of stock raised in the Mesilla Valley and adjacent parts is comparatively as



nothing to what is should be. The finest grazing that could be wished for is found within a short distance of the valley. The gamma grass of the hills is inexhaustible. Fear of the Apache however keep the people at home however and until a war of elimination shall have driven these red devils out of their haunts of the present, or a healthy influx of American blood shall have changed the character of the population of this section of county it will be nothing more than lounging place for a degenerate, mixed race of people who are content to eke out an aimless existence on a few "tortillas" and a little "Chile Colorado" varying the monotony of their lives with an occasional meaningless and blasphemous feast.

Aug. 22

It was not found necessary to remain in camp today at the Picacho, a supply of flour for the use of the Expedition, not having been sent out according to contract it came to hand late in the evening. An additional number of men were also employed. The road for the entire distance between La Mesilla and the Picacho has been turnpiked by the expedition. The valley is cultivated all the way to the Picacho. No fences are used the limit of the fields are clearly defined. The municipal regulations relative to the stock are such as to prevent the possibility of damage during the crop season. The stubble field in winter serve as pasture ground. Water is abundant at the Picacho and the grazing in the neighborhood good. The pace is much resorted to for camping purposes.

Aug 23

It was found necessary to remain today in camp at Picacho. Everything ready for an early start tomorrow.

Aug. 24 Camp No. 2

The camp at the Picacho was vacated at 8 am. The train upon leaving the site of Camp No. 1 at once entered the Cañon of the Picacho, through which an entirely new road has been built by the Expedition. The travel over the old road lying to the north of the Picacho has been entirely abandoned since the completion of this work. Leaving the Cañon we ascended the mesa or table lands over which the road is in excellent condition. After a march of 14 miles a half of an hour was ordered and diner partaken of. The animals were watered from the barrels which had been filled at the Picacho. The train was ordered forward at 3 pm and after a further march of ten- and onehalf miles, camp was ordered to be pitched during a heavy thunderstorm. Near this point an immense reservoir has been constructed by building a dam across an arroyo which is relied upon for the accumulation a quantity of water sufficient for all ordinary purposes. Five miles northwest of this reservoir was found several springs at which water can always be obtained by driving the animals hereto. The grazing along the line of two days travel may be relied on as tolerably good at all seasons of the year and as of the best quality during the months in which emigrants usually pass over it.

Aug. 25 Camp No. 3

The train was ordered forward at daylight. After a march of 15 miles we reached the site selected as the point for digging a well by the party in May, but which was abandoned after reaching a depth of 20 feet owing to the possibility of passing a stratum of rock met with at that depth. Water was found here as well as good grazing. Breakfast was partaken

of and the train ordered forward. After a further of eleven miles, reached Cooks wells where camp was pitched for the night.

Aug. 26 Camp No. 4

The train remained in camp today at Cooks springs until 12. M. The supply of water at this place is more than abundant and fine grazing facilities are afforded here at all seasons of the year. During the months of April and May the ground is covered with a dense growth of an extremely small wild pea, the prolific field of which surpasses anything known to the reporter. Between two hundred and three hundred pods have been counted as the growth of a single vine. Cattle, horses and mules seek for and devour these vines and the pods with the utmost avidity and it believed that as an article for fallowing stock they unsurpassed. It may be remarked that these pea vines abound along the entire route traveled by the Expedition in the month of May 1858 to wit; between the Rio Sauz and the Picacho near Mesilla N. M.

The Overland Mail Co. (Butterfield & Co.) have selected Cooks Springs as the site of a station and they have now in process of erection large and spacious stone buildings for corrals, granaries and houses for residence. It is believed by the gentlemen having charge of this station that a considerable quantity of land can be rendered susceptible of cultivation at this point and that water sufficient for irrigation purposes can also be obtained here. At 12 M. the train was ordered forward. Four miles west of the springs the new road laid out by the Expedition in many defects to the south. By this road the train after a march of eighteen miles reached Rio Mimbres, or Ascin[?] River which was found so high as to preclude the possibility of crossing. Camp was pitched on the east bank of this stream for the night.

Aug. 27 Camp No. 5

The Rio Mimbres remained too high during the whole of today to allow of the crossing of the train.

Mr. Hutton C. Engineer of the Expedition accompanied by several members of the Expedition rode down the river with a view of discovering where it sinks or loses itself, but after a tedious and fruitless trip was manned by the lateness of the hour to return. At the time the advance Corps of Engineers crossed the Mimbres at this point in November 1857--and when the Expedition crossed it in May 1858 the supply of water was abundant. At the old crossing 6 miles above the river was very low. therefore safely be presumed that the supply of water perennial. The course or bed of this stream certainly does become dry at considerable distance below the crossing of today and its waters becoming subterranean empty into Lake Guzman. In May 1858 the wild pea forage here was excellent and in its bank luxuriance over topped that completely hid the gamma grass. This growth (the wild pea) has disappeared and given place a plentiful crop of gamma which will afford fine grazing until again supplanted by pea vines of next spring. It was contemplated to build a reservoir at this point but the almost certainty of finding water in the bed of the stream at all times precludes its necessity. There is no timber on the Mimbres at this point but 12 miles above commences a fine growth of cottonwood, ash and elm which continues to the course of the stream in the mountains when fine pine timber is found. Fine bodies of grazing and farming lands lie along the upper portion of this stream.

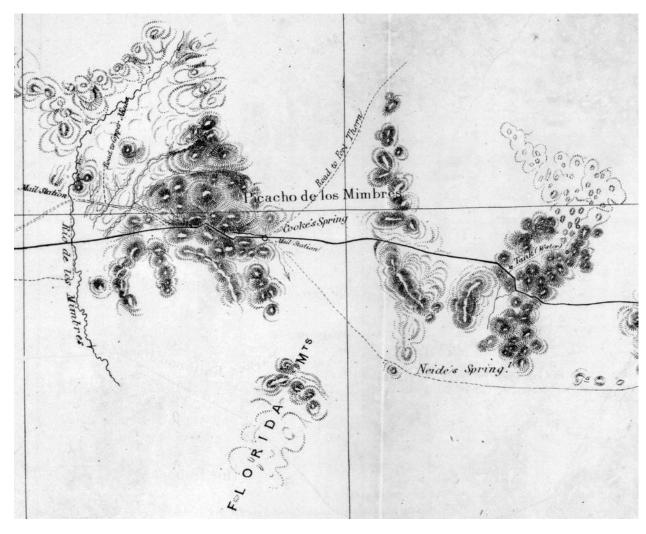
Distance travel today 18 miles. By way of old road from Cooks Springs 22 miles.

Aug. 28 Camp No. 6

At a late hour last evening, with much difficulty the train crossed over the Rio Mimbres and camp pitched on the western bank, from which place the train was ordered forward at an early hour this morning. After a march of thirteen miles Ojo de Vaca or Cow Springs was reached where camp was ordered to be pitched for the night. Cow Springs has been cleared out, enlarged and in every respect improved by the labors of the

Expedition and now affords an abundant and perennial supply of water. The grazing in the vicinity is tolerably good at all times in the spring and rainy seasons always fine. Some as Agua Fria or Cold Water Springs, the grazing in the vicinity of which is excellent and which will always afford a convenient and comfortable halting place for emigrant trains or droves of cattle. The road travelled today was laid out and cleared by Expdn. in May 1858. Distance travel today by new road 13 miles--Dis: between Ojo de Vaca and Rio Mimbres by new road 18 miles.

Aug. 29 Camp No. 7



This train was ordered forward at 9 am. After a march of 12 miles reached Ojo Escavada or Dug Out Springs. Considerable labor was expended upon this watering place in April 1858 by the expedition. At that time several living springs or what seems to be such afforded an ample sufficiency of water for the animals and men of the Expedition and for two or three trains which passed while we were encamped near this spot. It was with surprise therefore that we found the tanks which we had dug dry and the springs entirely disappeared upon our arrival at Ojo Escavada.

Aug. 29 Camp No. 7

Wagons were at once dispatched with empty wagons to Burro Cañon or Soldiers Farewell for water. The grazing in the vicinity of Ojo Escavada is good at this season. In April the wild pea was found here in its accustomed luxuriance. The road between Ojo Escavada and Cow Springs was improved by the expedition along the entire route, in April heavy rocks removed; grading done etc. and is now in turnpike order as indeed almost every foot of the way from this point to La Mesilla toward the east and to the San Pedro on the west will be found.

Aug. 30 Halt in Camp No. 7

The train remains in camp at Ojo Escavada all day. Early in the day Mr. Hutton C. E. took the camp ambulance and a guard of four men and went forward to the large tank dug by Commission last April on the Playa de los Pimas. He returned at 4 pm reporting the tank full and overflowing.

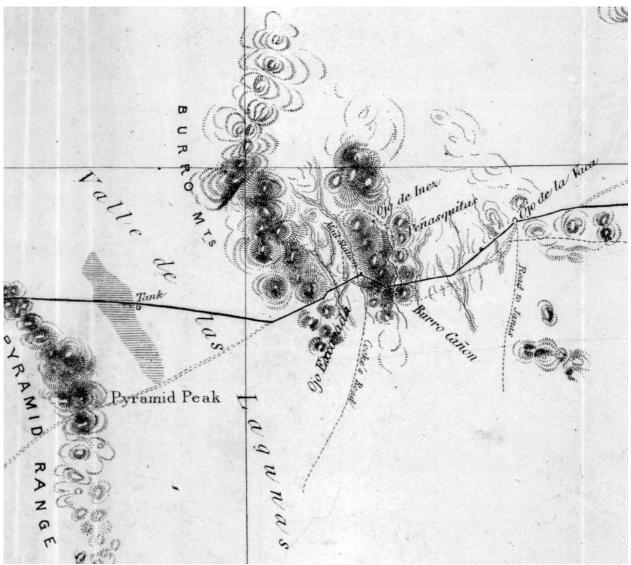
Aug. 31

Camp No. 8

The train left Ojo Escavada at 7 am. Reached the tank at 1 pm when camp was pitched. The distance between the two places is seventeen miles. The road traveling westerly leads down the descent of the Playa or plain and is in excellent condition unsurpassed by any turnpike. The grazing in the vicinity at the tank is always poor, but the advantages resulting to the traveler from the presence of water at this point cannot well be overestimated the dimensions of this tank are as follows—100 feet long—18 feet wide on the bottom—6 1/2 feet deep, with a slope of 3 1/2 feet to 1 of depth making its width at the top about 40 feet. This large reservoir was found as above remarked, full. When the tank was dug, at the depth of 6 1/2 feet was found a stratum of sand and of course the idea of increasing the depth of the tank was over abandoned. Before reaching the sand, the soil was a light but compact clay which promised well as for the purpose of a reservoir. Upon reflection it was determined by the Superintendent to build a well at this point. The work was commenced this evening. The water in the tank being the drainage of the Playa is much better suited for animals than for culinary or drinking purposes and it would probably be well for travelers to fill all their canteens and spare utensils at Cow Springs or at Burro Cañon.

Sept. 1 Halt in Camp No. 8

The train remained in Camp No. 8 all day. The work of digging the well above referred to was completed at sundown. About six feet below the surface a layer of sand was met with. The well was built funnel shape of the following dimensions—13 1/2 feet deep—16 1/2 feet in diameter at top and 5 1/2 feet



diameter at bottom. After getting through the clayey deposit, strata of sand alternated with strata of gravel of small size. It is calculated that from the peculiar shape of the well the sandy and gravelly sides of the well will be rendered waterproof by the clayey washings which in rainy seasons will be thereon deposited. It is only thus that this well can be rendered available for holding water. The lack of entire want of water at Ojo Escavada or Dug Out Springs and its reported scarcity at Steins Peak or Cottonwood Springs, a point about seventy-three miles west of the site of this well rendered the supply in the tank entirely too valuable to admit of its use in making mortar or cement which to plaster

the sides of the well. But for the scarcity of water at the above referred to points and the fact that the rainy season of this section of country is now nearly over the would have been attempted.

Sept. 2 Camp No. 9

In Valley of de los Lagunes

The train was ordered forward at 9 am. Our route lay for a short distance over the Playa when we entered a pass leading though an insignificant range of hills which have no

name that the reporter has learned, and are known only as the divide between the Playa de los Pimas and the Valley de los Lagunes. These hills afford tolerably good grazing of gamma grass and to the south of the road water is sometimes found in a small natural reservoir. The quantity thus found however is always quite small and is not to be at all relied upon. Nine and on half miles west of the tank on Playa de los Pimas, a well 30 feet deep and five feet in diameter was dug in April. At about 6 feet from the surface as was the case with the tank dug on the Playa a stratum of sand was met with which for the remaining depth of twenty-four feet alternated with strata of fine gravel. On the arrival of the train at this place today camp was ordered to be pitched. The well was found to have caved in and nearly filled up. Enough water however was obtained for the use of animals this evening. The work of digging a well of funnel shape was at once commenced. It being believed this peculiar shape will alike obviate the probability of caving in and secure a natural coat of cement for the sand sides of the well, by which means only it can be rendered water tight.

Sept. 3 Camp No. 10 on Rio Sauz or Willow River [San Simon]

The main body of the Expedition was ordered forward at 9 pm. One team with provisions and the mess kit and a force of 12 men and a foreman were left at the site of Camp No. 9 to complete the well in the Valley de Lagunes. A March of thirteen miles through the Valley de los Lagunes brought us to the next watering place known as Steins Peak-The Peloncilla--and Cottonwood Springs. The Overland Mail Co. (Butterfield & Co.) have selected this point as the site of one of their stations and prior to the time of our arrival had commenced the building of a

stone corral and had in view the erection of other suitable buildings.

In April 1857, on arrival of the Expedition at this point an abundant supply of water was found and the sandy bed of the arroyo into which the waters of Cottonwood Springs debouch was cleared out and a commodious reservoir thereby formed. On the second day of our encampment here, a messenger or herald from a sub-tribe of the Apache Indians, which inhabit a cañon lying in a range of hills to the north of the road, visited the Superintendent bearing a present of roasted mescal and requesting leave to be granted to a large number of the tribe to visit camp on the succeeding day, which was accorded. The next day more than one hundred, men, women, boys and girls and papooses came into camp at an early hour. The then Chief of the tribe was one Chino Peña who bore with him letters from the Indian Agent at Fort Thorn stating that the aforesaid Peña had been one among the first to recommend the Indians of his tribe to enter into treaties of Peace with the Americans; that the said Peña had himself signed a treaty of Peace for the tribe under his control and that he had adhered thereto faithfully and deserved well of the whites. All of these things they said Peña endeavored assiduously to confirm by his own assertions. The men of his tribe brought into camp dressed buck skins, horses, mules and burros or jackasses which the endeavored to dispose of for blankets, knives, and if possible, arms and ammunition. Col. Leach however issued orders at once forbidding positively the disposal of an ounce of ammunition or a single firearm. The old Chief Peña with his individuals were called into council and harangued in Spanish, pursuant to the letter of instructions of the Secretary of Interior to Col. Leach. Ample presents of beads, blankets, cloth, ribbons etc. were made to him and the other members of the visiting party. An ox was killed and divided, amongst them, and with many assurances of fidelity old Chino Peña led his followers away. Conspicuous among the tribe was remarked a stalwart six-footer wearing something of the air of command and evidently discontented with the attentions shown to Peña and with the recognition of his authority evinced by the tribe. Indeed, he so expressed himself. This Indian is a brother of the famous Mangus Colorado or Red Sleeve the dangerous and devilish Chief of the Apache race. Upon the arrival of the train at this point it was learned that the chieftainship had been wrested from old Peña by some artifice of the brother of Mangus above referred to, and that driven [by] the change of officers the tribe [had] been guilty of insulting and defiant conduct toward the members of Overland Mail Co's working parties stationed at Steins Peak filling their water barrels and India rubber water bags with sand, filling the reservoir below the spring with rocks and otherwise annoying them. The present Chief however, although strongly suspected of having instigated these outrages has been fit to apologize for them and have vehemently asserted his intention of preventing a repetition thereof; moreover, assuming the protection of all white (American) men within the limits of his jurisdiction (excluding from the Rio Mimbres to Apache Cañon.) His sincerity however is doubted by those who know him best and a close watch will be kept upon his movements. He has already levied assessments of corn upon the Overland Mail Co. as a recompense for his anticipated protection. This tribe's number it may be supposed [is] more than five hundred. They make regular and systematic forays upon the neighboring Provence of Sonora, bringing away with them much valuable booty in horses, mules, cattle etc. and not frequently make prisoner of women and children of which they confess they had several in April last. Their feud with the Mexican race is bitter and relentless, and

doubtless would be equally so against the Americans but for fear of them. In person, these Indians although many are men and women of fine large form are squalid and filthy in the extreme. Honesty and virtue are, it is supposed, unknown to them. Their utter extinction as a race of human beings would be a blessing rather than otherwise to the traveler through the land which they inhabit. A short halt was made today at Steins Peak to graze the stock and water them. The grazing at this point was good in January. Excellent in April Camp and is fine now. Leaving "Steins Peak", the train entered at once a cañon leading through the Peloncillo Mountains about three miles in length. Much arduous labor was performed in the cañon by the Commission in the early part of last April. Hillsides were graded, large quantities of heavy rock were removed and, in many places, the bad road was abandoned and a new one made. The old road was notoriously difficult and dangerous but now the mail coaches of the San Antonio and San Diego Route go rattling through the cañon at a full trot and often on a run. Four miles west of "Steins Peak" the old mail road, leading to Tucson G. P. via Apache Cañon, Dragoon Springs and the Cienega de los Pimas is entirely abandoned. A new road was opened from this point westward by the Expedition in April 1858. Large quantities of rocks and heavy brush were removed for the entire distance between this point and Sycamore Springs a point 23 miles west of the site of our present [camp] on the Rio Sauz.

The Sauz or San Simon or Willow River consists of small channels from a foot to 18 inches deep and from two feet to five feet in depth, which at times afford an abundant supply of water but frequently are found entirely dry. But little water was found in the beds of the stream on our arrival at this point. A large tank, however, which was dug by the Expedition in April 1858 was full and supplied the camp abundantly. The grazing in

the vicinity of the Sauz we find tolerably good at this date. In January and April 1858, the reporter found it extremely poor both in the vicinity of the crossing of the new road, and of the old road, some three miles above the new road. Four miles above the crossing of the old road we found very fine grazing in April and plenty of water although near the crossing the supply was extremely small. the waters of the Sauz run in a north westerly direction and entirely disappear at a point but a short distance north of the crossing of the E. P. & F. Y. road. Earlier reporters have represented the lands adjacent to the Sauz as being inspectable of cultivation. The present reporter does not regard the opinion to as correct. Possibly however the swamp lying at the base of the Chircahua Mountains about 15 miles south west of this point (Camp No. 10) may be rendered fit for cultivation. The streams known as the Sauz have it is believed their use in this swamp.

Sept. 4 Halt in Camp No. 10 on Rio Sauz

Mr. Hutton C. E. look with him a guard of four and left this morning for "Sycamore Springs" the next watering place traveling westwardly to look for water; more properly speaking to report upon the condition of the spring. The train remained behind to await this report, also the arrival of the working party from the Valley de los Lagunes. Said party returned to camp at 4 pm reporting their work finished having dug a well of the following dimensions—20 feet diameter at top, 8 1/2 do[?] at bottom and 13 1/2 feet deep. Two of the mules of their team were very sick when they reached the camp; a number of lazy Indians have been loafing around camp all day. Mr. Hutton returned at 11 pm reporting the necessity of constructing an additional tank at Sycamore Springs.

Sept. 5 Halt in Camp No, 10 Remained in Camp No. 10 all day. One of the mules referred to yesterday as being sick died this morning. Dispatched a working party to Sycamore Springs for the purpose of digging a tank.

Sept. 6 Camp No. 11 at Sycamore Springs

The train was ordered forward from Camp No. 10 at 1 pm and reached Sycamore Springs at 11 pm where camp was ordered to be pitched. For about 16 miles after leaving the Sauz the road leads up a gradient declivity, sandy and extremely uninviting and sterile except in the production of a coarse, heavy species of brush, the leaves of which have a scent singularly resembling that of creosote. In some places the land gives way to stretches of rocky barren. In April a new road was opened along this route; and the rocks and bushes thoroughly removed. About six miles before reaching Sycamore Springs we entered upon a range of rolling hills which in April were abundantly covered with a fine growth of gamma grass which continues good to the present time.

Sycamore Springs lie exactly parallel with the north end of the Chircahua Mts. and in arroyo at a point nearly four miles north of the northernmost spur thereof. In April, a fine running stream of the purest quality of water was found in this arroyo, which however partook of the character of most springs in this section. Sinking and reappearing a number of times between the point where the road crosses the arroyo and the foot of the mountain. This arroyo was explored to its apparent source to wit; an unusually large spring behind the mountain, which if it were not perennial certainly falsifies all of its indications, it was supposed by every member of the party that the supply stream so bounteously afforded at the spring near the road could not fail. To make matters sure

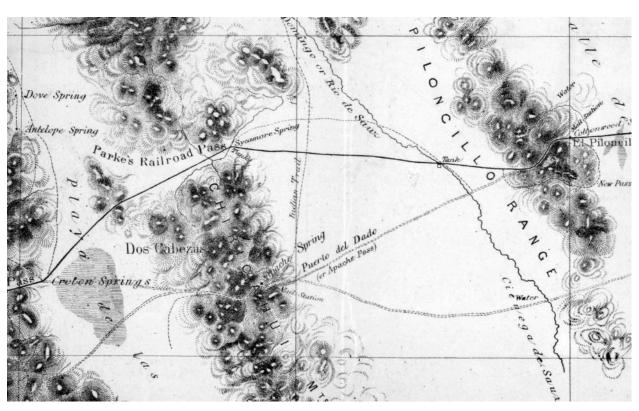
however, a tank of large dimensions was dug in the bed of the arroyo near the crossing of the road was soon filled. At the same time in April 1858, at a point some three hundred yards southeast of this tank was discovered a spring the earth surrounding which seemed to be saturated with water and indicated the pressure of the course of a subterranean stream. It was not though necessary to dig an additional tank at this point, the one already dug in the arroyo being considered altogether abundant for all purposes. Owing to Mr. Hutton's precaution in visiting Sycamore Springs before the train was ordered forward from the Rio Sauz the water barrels had been filled and we were thus prepared to find only water enough in the tank for the working party, who immediately upon their arrival had commenced digging a tank at the point above referred to as lying southeast of the spring.

The grazing in the vicinity of these waters is very good. Gamma is also abundant

Sept 7 Camp No. 12 at Croton Springs

After watering the stock from the barrels the train was ordered forward at 9 am the working party being left behind to complete the tank. Water was found in a clayey arroyo some six miles west of Sycamore Springs. Recent rains however must account for this fortunate circumstance. At 5 pm after a march of 26 miles we reached Croton Springs a well-known unfailing watering place where camp was ordered to be pitched. We had, during the day, a number of light showers. The road between Sycamore Springs and Croton Springs required little labor upon it last April, lying as it does over a fine rolling prairie, upon which the grazing is more than usually fine, and being naturally almost as good as a macadamized road.

Sept 8 Halt in Camp No. 12 at Croton Springs



The train remained in Camp No. 12 all day. Croton Springs are situated in the declension of a playa or plain and afford at all times an abundant supply of water. The grazing in the vicinity is abundant and excellent. Firewood must be dug from the ground the roots of the mesquite being the sole dependence. It may be remarked that Sycamore Springs and vicinity are evidently places of resort for large bodies of Indians. We, however, saw none at all there. Croton Springs is near the Sonora war trail of the tribes living in the San Calistro Mountains and it will be well for travelers to keep a good lookout while near these points.

Sept 9 Camp No. 13 between Croton Springs and

Rio San Pedro

The working party from Sycamore Springs came into Camp No. 12 at 8 am today and reported the tank completed, of the following dimensions; 48 feet long, 28 feet wide at the top, 4 feet at the bottom and 8 1/2 feet deep. The strata of rocks through which the water flows into this tank is about four feet below the surface earth and the stream is equal to the task replenishing the tank, should occasion require it to emptied in the space of (see Mr. Hutton)

The train was ordered forward at 1 pm and after a march of 18 miles camp was pitched for the night. Recourse was had to our water barrels which had been filled at Croton Springs. The gamma grass on the hills was found tolerably good. A considerable amount of labor was performed on this section of the road last April, the entire course being newly opened and rock and brush being removed.

Sept 10 Camp No. 14 on Rio San Pedro

The train was ordered forward at 5 am. At 7 am reached the Rio San Pedro after a march

of five miles. Over a descending plateau upon which the grazing is generally good. A forest of heavy mesquite timber about one mile in width extends from the river. A road some twenty-five yards in width was opened to the river last April. It will be found advisable to pitch all camps upon the plateau above the mesquite wood and haul or carry water from the stream for camp purposes. The animals can be driven down to water. It was contemplated in the original plan as location of the route to reach Croton Springs from the San Pedro by way of Nugents Pass. Subsequent examination by the Engineer Corps led to the adoption of the present route which possesses the advantage of avoiding altogether the passage through any canon and the attendant dangers of surprise and attack by the hostile Apaches of the Pinal and San Calestro Mountains which traverse continually this immediate vicinity and is also a better road lying entirely as it does over a rolling mesa well supplied with grazing facilities.

At 11 am the train was ordered forward; the march the Rio San Pedro commenced. Running nearly due north a road lies opened in March last though the mesquite forest above referred to, for a distance of about three miles. The width of the road is one hundred feet.

Leaving the forest, it enters upon a tract of the bottom land at the San Pedro, which land may be variously eliminated at from one fourth of a mile to one mile in width, and which give abundant indication of fertility of soil. In March 1858 the entire body of these lands were covered with a dense growth of sacatone grass averaging four feet in height and dry as tinder. Fire was communicated to it at a point about 20 miles below the site of Camp No. 14 and the entire length of the valley of the San Pedro was traversed by the flames consuming ever vestige of this once luxuriant growth. A much to be regretted

attendant circumstances of this conflagration was the destruction of large quantities of cottonwood, ash and willow timber with which the banks of the river were densely overgrown. In three weeks after the occurrence of the fire it may be remarked that the sacatone grass had grown up and covered the entire valley with a beautiful carpet of verdure. In this early stage of its growth the sacatone furnishes a succulent and will liked food for stock. It becomes, however, when grown to seed any dry and almost unfit for food. In April the gamma grass on the hill side and in the arroyos along the San Pedro was fine and abundant. At present it is not so good. Camp was pitched at 5 pm, after a march of 16 miles. A considerable portion of the route traveled over today required much labor upon it last spring. It is at present in good condition.

Sept 11 Camp No. 15 on San Pedro

The train was ordered forward at an early hour. Our route still lay parallel with the San Pedro, the general course of which is northwest. Occasionally it was found necessary to leave the bottom lands over which good roads were opened last March. There is a perceptible decrease in the size of the stream of the San Pedro as compared with its size in April last. Camped at 1/2 past 5 pm, distance traveled 16 1/2 miles.

Sept 12 Camp No. 16 on San Pedro

The train was ordered forward at 7 pm. Exceedingly to the surprise of every member of the Expedition who had passed over the route in the months of March and April it as discovered after a march of four miles that the waters of the San Pedro had entirely disappeared from the channel of the stream. The discovery was first made by Col. Mckinnon Pay-Master, who returned to camp

reporting according. So incredulous are many of those who were on the April Expedition that heavy bets were offered that Col. M. was mistaken. A thorough examination proved discovery correct much to astonishment of many. Where the present reporter took quantities of fine trout in March and April 1858, not a drop was to be seen. The same circumstances (the sinking of the waters of the San Pedro) however, is referred to in Lt. Parke's journal of his expedition through this country. About 12 M[pm?] a quantity of water was found in a hole near the bed of the stream and our animals were watered, and the march resumed. It was necessary today to leave a small working party behind to repair some of the grading done in March and April. The expected to overtake the train at the point where the E. P. & F. Y. W. R. crosses the San Pedro. Much of our route today lay over the mesas to the east of the bed of the road and at some distance from it we found no water that could approached; so dense undergrowth on the banks of the stream. At 6 pm water was found and camp finished. Distance traveled 17 miles.

Sept 13 Camp No. 17 at crossing of San Pedro

The train was ordered forward at 6 pm and after a march of 3 1/2 miles reached the junction of Aravypa Creek or Cañon. Here at a point 1/2 mile south of the point where the El Paso & Fort Yuma Wagon Road crosses the San Pedro camp was pitched. It was found necessary at once to commence repairs upon the wagons.

Pursuant to the instructions of the Secretary of the Interior reconnaissances of Aravaypa Cañon and of several other cañons leading eastwardly from the San Pedro through the San Calistro range of mountains, were made by the Engineer Corps. Their report accompanying this will afford all necessary information upon these points.

Having now reached the point at which the road laid out by this Expedition crosses the San Pedro it will probably be best briefly to review the character of this stream and the adjacent lands, toward which as the centre of the proposed territory of Arizona and as available and productive farming lands such attention has of late been directed.

It may truthfully be remarked that at the whole number of men compromising the force of the Expedition at work upon the San Pedro in April and March 1858 there was not one who did not regard the bottom land as admirably adapted to cultivation. The soil is extremely rich, of that, there can be no doubt, and on both sides of the river stretches out from a quarter of a mile to one mile and a half in width. From the peculiar formation of the country and the great fall of the waters of the San Pedro as well as the quantities of water, the possibility irrigation was not doubted, it certainly was relied upon. The waters were found full of fish, large numbers being taken daily, during our stay on the stream; the hillsides and mesas swarmed with quail, rabbits and pheasants (the Pisanio[?] of mythology [roadrunner is paisano]). Bear were frequently seen in the canon and deer, antelope and turkeys abound. Extensive forests of cottonwood and ash lined the banks of the river and the adjoining mesas and arroyos were natural pasture fields for countless herd and flocks. Evidences of its former occupation by a pastoral, farming and at least partially civilized race of people were continually before our eyes. Tradition spoke of this race and of its expulsion from their pleasant homes by the sanguinary horde of savages which inhabit the mountains which now bound our line of vision; and it was not strange that we all looked forward to the speedy settlement of the valley of the San Pedro by the hardy race of pioneers which bear our customs, and our flag forward wherever one more adventurous than the rest "blazes out" the way. The position of the valley too in the midst of a generally sterile territory the chiefest value of which is, that [at] all times it affords a convenient, accessible highway between the eastern and western boundaries of the continent rendering the probability of its becoming a grain producing section a matter of double interest, as the supply these afforded. Could it be obtained, would be of almost incalculable value to the emigrant population passing through the territory and the mail service so opportunely organized upon the route through Arizona.

It was therefore not without unfeigned regret that they saw the promise upon which they had set so much store, made doubtful of fulfillment by the condition of the river. It is still believed however; that in the seasons usually devoted by the people of other sections of the country to the irrigation of their soils the San Pedro will furnish a volume of water sufficient for the purpose from February to August; certain it is that the remains of Arizona, or irrigating canals exist in the valley and in general received opinion of the American people that what has once been don can be done again.

The existence or non-existence of gold in the San Pedro is a subject which from time is mostly in the public press and elsewhere. It is possible there may be, but no discovery that effect was made by any member of this Expedition. Gold is known to exist in small quantities in the Cañon d'Or, lying between this valley and town of Tucson. Attempts have been made to work the place from time to time but have as often been abandoned. Numerous beaver dams it may be remarked are found on the San Pedro, and it is thoughtrapping could be profitably pursued.

Sept 14

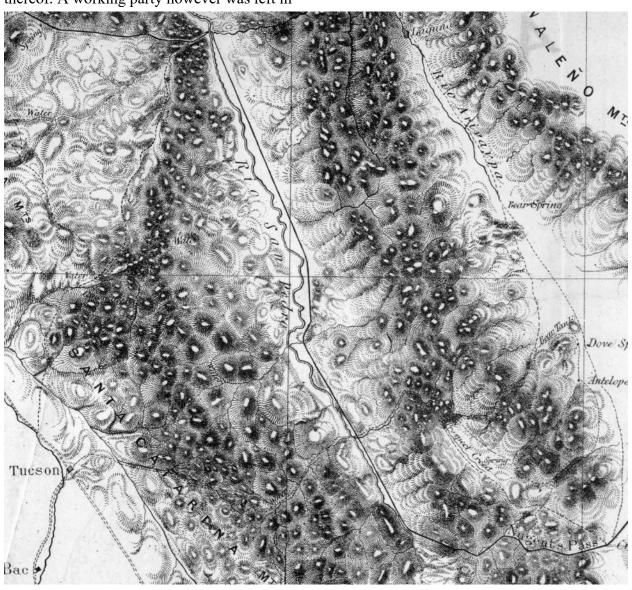
Camp No. 18 on Rio San Pedro and Rio Gila

The repairs to the wagons were finished late in the afternoon. The working party left behind having rejoined the train about the same time camp was broken up and the train was ordered forward. Crossing the Rio San Pedro, at this point not more than 15 feet wide and but a few inches deep, we entered a long cañon, the course [of] which is continually ascending until an extremely high and rolling table land is reached. The passage through the cañon we found very tedious owing to the fact that the road lay through the sand bed thereof. A working party however was left in

the canon to cut a road along the shelving sides of the mesas where this kind of labor could be performed to any advantage.

The train after a march of 13 miles encamped at 11 pm upon the mesa. No water was found during the night's march. A mule was abandoned at the San Pedro being too lame to travel.

Sept 15 Camp No. 19 between Rio San Pedro and Rio Gila

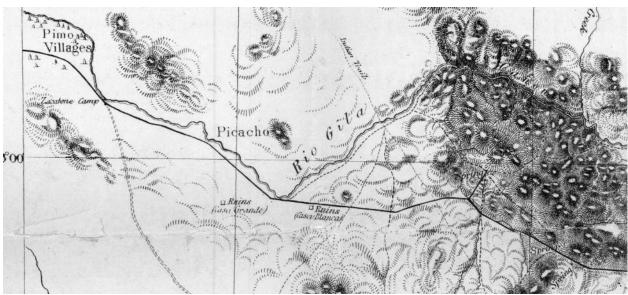


The train was ordered forward at 5 am. Our route lay for some distance over fine rolling land covered with the most luxuriant gamma grass ever seen. Leaving this however we entered a low mesa which extended to an indefinite distance on either side of us. Covered with a dense growth of various species of cactus. Chollas and small shrubs and trees [of] unknown names, dry and dusty and entirely devoid of grass. Camp was ordered to be pitched at 1 pm. It was decided to send the animals to the Gila 10 miles north of the camp for water and to graze. They did not return until in the evening, having been detained at the river as late as possible in order to allow them to feed as much as possible. Camp was struck at 1/2 past ten pm and the train ordered forward.

Sept 16 Camp No. 20 on Rio Gila

After traveling slowly over a dry, sandy road from 1/2 past 10 pm until 7 am this morning we reached the camp on the Gila River in the vicinity of the Casa Blanca [near Casa Grande National Monument], one of the mysterious relics of a former civilization which at one period, evidently remote, and as yet unknown inhabited this whole region of

country. The reports of former exploring and surveying parties have SO minutely communicated to the different departments of government all information which could be made available upon the subject of these evidences, that it is not deemed necessary to do more than refer their cursorily to the matter. Between the site of the present camp and the crossing of the Rio San Pedro, were discovered in March last while laying out the present road no fewer than five springs, situated as follows to the traveler westerly, the first three miles west of the San Pedro in a cañon, the second seven miles further west one mile south of the road, the third seven miles further west in a small arroyo south of the road a few hundred yards; the fourth immediately north of the road and one mile and a half from the third and the fifth named "Cottonwood Springs" 12 miles further west, and lying two and one half miles northeast of the road. A plain trail was carefully opened through the brush and timber to this spring; last February at which time not only it, but the other four afforded fine supplies of water. Much to our surprise we found them all with the single exception of the first above mentioned, dry, but the Superintendent risks his opinion that this state of things occurs but seldom. The weather has been excessively



hot since leaving the San Pedro the thermometer ranging from 105 to 110 in the shade during the day. The grazing at this point is poor. The camp was visited today by a number of Pimas Indians, the villages of which are some seventy miles below this point.

Sept 17 Halt in Camp No. 20

Remained in camp today until 5 pm, when the train was ordered forward. At 3 am reached the junction of the Tucson and El Paso & Fort Yuma Road, and encamped. The road was heavy and sandy, the grazing along the route poor. We are now in the vicinity of the Pimas Villages.

Sept 18, 19, 20, 21 Halt in Camp No. 20

The train remained in Camp No. 20 four days for the purpose of awaiting the arrival of the working party left in the San Pedro Cañon.

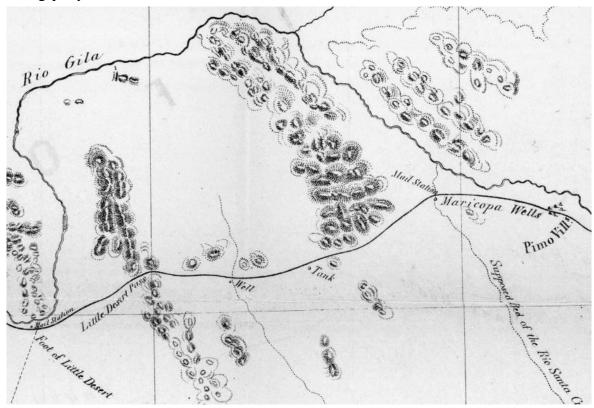
On the 20th, Mr. Hutton C. E. went to the cañon with a guard to look after their operations. He returned on the succeeding day (the 21st) reporting the work complete and shortly afterword the working party returned.

A little bartering has been done for some corn and wheat with the Pimas Indians since our halt in Camp No. 20.

This grain has proved of much service to the somewhat jaded teams. The Indians have been perfectly friendly, but have manifested thieving propensities in many instances.

Sept 22 Camp No. 21 at Maricopa Wells

The train was ordered forward at an early hour this morning. The road travelled today passes directly through the villages of the Pimas and Maricopa Indians which tribes are friends and allies. The character, condition and customs of their tribes are fully and ably



reported upon by Lieutenant Parke. Sickness prevented reporter from visiting their villages and learning anything of them from personal observation.

The Maricopa Wells are situated in the bed of an extensive plain and yields always bountiful supplies of water. Both the Overland Mail Co. and the San Antonio and San Diego Mail Co. have stations and relays of animals at this point. Large quantities of corn and wheat are obtained by them in the way of barter for beads, cotton cloth etc. from the Pimas and Maricopas.

Sept. 23 & 24 In Little Desert Canon Camp No. 22 and foot of Little Desert Camp No. 23 and on Gila River Camp No. 24

The Superintendent purchased this morning 46 sacks of corn and wheat for the use of the animals form the agent of the S. A. & S. D. Mail Co. [San Antonio & San Diego Mail] stationed at Maricopa Wells from which place the train was ordered forward at 8 am. We entered the "Little Desert" as the barren and desolate stretch of country 40 miles in extent, between the Wells and the Gila River. is called, about sundown and continued or march through it until daylight when we reached a small cañon on the "Divide". Camp was ordered to be pitched here in order to give the animals a short rest. At 8 am on the 24th again took up the line of march at 12 M.[noon?] reached the Rio Gila and halted for rest and breakfast. Fed and watered the animals and finding no grass pushed forward again starting at 1/2 past 4pm and traveling a distance of 18 miles when camp was pitched at 12 pm near the Gila where we found an indifferent supply of grass.

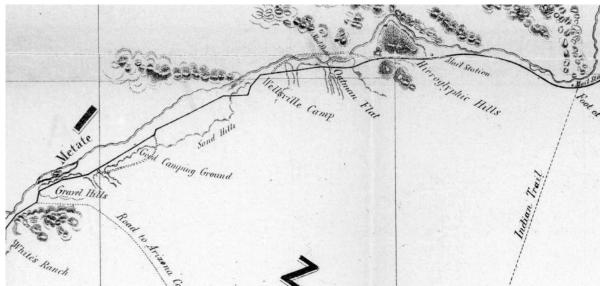
The road through the little desert is tolerably good. Along the river it is heavy and sandy. Three Americans have taken the necessary steps to secure preemptions on land at the

foot of the western extremity of the Little Desert, adjacent to which is a very large body of splendid land which they propose in connection with others who propose settling some distance further down, to subject to emigration and engage in the cultivation of corn and other grains. They are sanguine as to the feasibility of their project and indeed why they should not succeed. Seeing what has already been done by the Pimas Indians, it would be hard to tell, and should they succeed in bringing any quantity of land to a state of productiveness, the advantages resulting to the mail service and to the emigrant over the route will be very great beyond a doubt. The Overland Mail Co. pay sixty dollars (\$60.00) per ton for hay cut from the coarse, sedgy grass of the river side at the point just referred to. [add note that this is Jesse Sutton and family]

Sept. 25 Camp No. 25 at Oatman Flat

The train was ordered forward at 5 pm. At 11 pm we reached Oatman Flat, the scene of the terrible massacre of the family from which this spot takes its name. Here commences the work performed in January and February 1858, upon this section of the road under the auspices of the Expedition. George E. Curtis, of Alexandria having control of the hand employees.

Several extremely steep hills which formerly were in such a condition as to render it necessary for the teamster to unload his wagon and drive it up empty while the load was packed up piece meal was graded and that so thoroughly that the loaded wagon is now drawn up with ease; the mesas which formerly were so rocky as to render travel over the exceedingly rough destruction to wagons, now furnish a comfortable track for the traveler. There is hardly any grass at this point. The Overland Mail Co. have here another station. Distance 14 miles.



Sept 26 Camp No. 26 on Gila River

Remained in camp at Oatman Flat until 4 1/2 pm then took up the line of march and continued travel until 12 pm. Camped near the Gila; grazing poor and scanty. Distance 15 miles. Road good order.

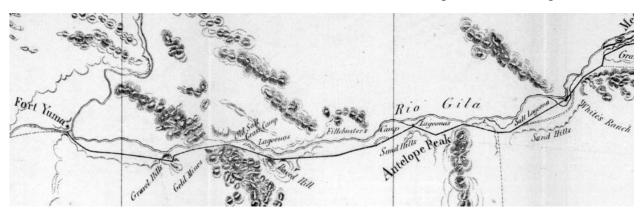
Sept. 27 & 28 Camp No. 27 & 28 Petermans Ranch & Antelope Peak

The train was ordered forward at 3 pm. The road lying through the sandy bottom land of the Gila was rough and very dry and dusty. This section of the road is not susceptible of any improvement short of plank roads or rail roads and the former would in all probability cost more than the latter. Traveled 30 miles

and camped about four am at Peterman's ranch. Mr. Peterman expects to make his ranch a valuable one, as it is a great convenience already to the traveling public, besides being a station for the Overland Mail Co. It is thought that Mr. Peterman will succeed in rendering the bottom land of the Gila attached to his claim productive. He is of the sturdy race of pioneers and will most probably do it. Left Peterman's at 1 PM and after a march of 12 1/2 miles camped at Antelope Peak for the night.

Sept. 29 Camp No. 29 at Little Corral

The train was ordered forward at 5 am. At 10 am, camped near the Gila for breakfast. At 1 pm, took up the line of march and about sundown camped for the night at Little



Corral. The road lay partly over mesas and partly through bottom lands today. Was generally good and susceptible of no improvement.

Sept. 30 Camp No. 30 on Rio Gila

Left Camp No. 29 at 6 am. At 10 am camped for breakfast and remained in camp all day. Col. Leach went on to Fort Yuma in advance of the train.

Oct. 1 Camp No. 31

The train took up the line of march at 4 pm and at 9 pm reached Fort Yuma and went into camp.

Journal of Superintendent Colonel James B. Leach

In Camp, "Ojo Escavado"
May 15th, 1858
Hon. Jacob Thompson
Secretary of the Interior
Washington
D. C.

Sir;

I have none of your favors to answer since my last, dated April 29th at "Croton Springs" & I now will proceed to give you a full account of my proceedings on the road since then.

I left "Croton Springs" [32.1628, -109.9340] 1st not having previously sent on a working party to build a tank between that point and the "Sauz" [San Simon River in eastern Arizona], but the necessity of doing so was obviated by the finding of very good water at a distance of 23 1/2 miles, or halfway to the "Sauz", the same being excellent water and in abundance, situated about 2 miles north of the Chiricaya Mountains [Leach calls it

"Sycamore Springs" located slightly southeast of Bowie, Arizona]; improved the bed of the stream, making a basin in the center which will contain sufficient water for any party or parties that may pass through, and I think that from the quantity running there at this season of the year, there is a certainty of its permanency. [Leach refers to Chiricaya Mountains, the meaning Chiricahua. The range in question in the Dos Cabezas connected to the Chiricahua Mountains at Apache Pass and elsewhere herein called Sierra Madre.]

From the latter point ("Sycamore Springs") I proceeded to the "Sauz" striking it about 3 miles below the stage crossing and 23 miles from the "S.[ycamore] Springs"; I there made a tank 100 ft. long, 22 ft. wide at the surface and 7 ft. at bottom, and 4 feet deep, striking sand here, I could not go any deeper.

From the "Sauz" I started for "Steins Peak" or "Peloncillo Mountains" [at the present-day border of Arizona and New Mexico] a distance of 14 miles finding sufficient water there; I improved the road to the last point, and made a reservoir for water which was still running there. From "Steins Peak" I dispatched a working party to make a well at a distance of 13 miles on the playa, and another to build a tank 10 miles farther on, and I proceeded with the main camp to the point where I supplied both parties with water; the well is 31 ft. deep and 5 ft. diameter and the tank 100 ft. long 34 ft. wide at surface, 16 ft. at bottom and 5 1/2 ft. deep; in the well and tank I struck sand at the depths mentioned. I found water in a limited quantity 15 miles this side of "Steins Peak" [eastward of] and about 1 mile from the road.

This point "Ojo Escavado" is situated 17 miles from the last-mentioned tank, and 5 miles west of Burro Cañon Mountains.

I have improved the spring here by making a basin and a drinking place for animals, and "Ojo de La Vaca" for which place I start tomorrow morning & thence to the "Rio de Las Mimbres".

Of my further progress, I cannot say anything, as the engineer party is ahead and I do not know what work will be necessary on the road nor the location thereof but-be-it-what it may, I will be in the Mesilla with all my party and the work will be done by the 15th of next month, and as I have no news of Mr. McKinnon since my last, I will be in an awkward predicament on my arrival there for want of funds wherewith to pay off my hands, and without being able to do so, I will be forced to retain them at considerable expense until I receive the required funds.

If you should not have any certain intelligence of Mr. McKinnon's having started for this place, I would most earnestly entreat you to afford me some means of paying of the hands and closing up business in this place, so that I may be ready the sooner to proceed to Washington and lay open to the Department the exit of my commission.

The following is a copy of a report furnished to me by Mr. P. G. Hume, Apt. Engineer, who accompanied the working party on the road to the Pima Villages and Fort Yuma.

The line of road laying between the Pima Villages and Fort Yuma, now complete, consisted of but little heavy grading, and few points where location could be changed advantageously on account of inconvenience to watering points, grass etc. The heaviest work commenced 56 miles west of villages or "Maricopa Wells" and continuing some 14 miles over rough, rocky mesas, making some eight ascents and descents of a rough nature into valleys, arroyos etc.

The work over these sundry points consisted of removing loose stones and boulders of immense size to width of 16 to 20 feet, after which grading same. West of this mesa onto Fort Yuma, our work was mostly light stone, grading, removing loose trimmings of mesquite brush etc. to a width of some 20 feet. The sand hills, or mesas commencing some 35 miles from Fort Yuma, running west some 7 miles, are excessively heavy and could not be remedied. One ascent of about 100 feet in length we paved or piked with heavy stone putting them to full depth, thereby making comparatively an easy drive. Upon return trip a well midway of Little Desert [the forty-mile cutoff of the big bend of the Gila River between Maricopa Wells and the Gila river about four miles north of present-day Gila Bend], 19 1/2 miles west of Villages was sunk on bed of large arroyo [West Prong Waterman Wash], 25 x 6 feet; Collection

The Wild Mustang on the Padlock Ranch

By Johnny Davenport

In the summer of 1962, I was working on the Padlock Ranch, east of Hardin, Montana. As most of you older folks may know, Hardin is just a few miles northwest of "Custer's Last Stand."



The Padlock Ranch country started right up to the "Custer's Last Stand." That's the country we started working first. We "splitup" the drive on the fence line, next to this small hill where the 7th Cavalry made that "Last Stand." We drove east from there. I don't remember how many days it took to work this pasture, but I think it was two or three days.

All of the natives¹ at the wagon was talking about "The Battle," and the fact that this pasture was just a small part of what it was, just a few years before. That's when the state fenced the highway that runs east out of Hardin.

On the north side of this road was a onehundred section (one hundred square miles) of land. This is where the Padlocks' always turned out their winter work horses, that they used on the feed wagons. There used to be eight or nine mustangs² in this pasture and when the road was fenced, all of these horses were fenced off on the north side of the highway. Over the years some of these mustangs were caught by cowboys a horseback. Some had died a normal death, they said.

There was <u>only</u> <u>one</u> mustang still in with these horses. All of the native cowboys all agreed that the only way someone would get this mustang was with a 30.30!³ Well – now – I know that most, if not all, of you folks here, have heard the saying: "You can always tell a Texan, but you can't tell him much!"



I kept this on my mind all thru the wagon works.

A few days before we pulled the wagon in, two cowboys from the Wagoner Ranch in Vernon, Texas, came by the wagon, looking for work. The wagon boss asked them if they could break a few broncs. They said, yes, they could do that. So, they ended up on the north side of the highway, several miles east of Hardin. A few days later, we pulled the wagon in, and I was put in a camp, about seven or eight miles east of these boys. I had my wife, Jean, and our young son, Billy, with me.

I would ride by these boys' camp once in a while to shoot the breeze. It was late afternoon one day as I went over to their

camp to see them about something. I saw the bunch of horses north of me. They were in this wide valley. I looked the scene over some and I thought that these ponies would bed down out in the middle of this valley where they were. I talked to Bill and his friend about this. They both agreed with me. We talked over how we would go about how we would out fox these ponies. There was a big canyon east of where these horses were. We figured they would head for this draw if we came up on them from the west.

The next morning, I came over to these boys' camp. They had one older horse each that they used to "jerk these broncs around" with. We took off northeast from their camp and got to the west of these horses. They had bedded down just like I thought they would. We were about a mile west of 'em, and they were about a mile and a half from that big draw that empties into this big valley.

The two of us that we figured had the fastest horses split up, one to the north and I went to the south. We each went about a half mile, I guess. We then started east. As we got a ways east, these ol' ponies started getting nervous. When they realized that the boy in the center was riding straight towards them, they sold out for that big draw. We all hit a dead run! I, and the boy on the north side, hit the rim about the time the leaders were going into the canyon. I was riding along the side of the canyon, watching as they ran along the bottom. Hey! This is my lucky day!! They were going to come out on my side! I jerked my rope down, slipped the horn-loop over the saddle horn, and was just sitting there. I had an "Oklahoma stand," as cowboys called it. When this mustang came out on top, I swung my loop one time and stuck it on him! It took a few minutes for the other boys to get to me.

Bill Morehouse heeled by catch, and we stretched him out. Tat's when we saw that this "Wild Thing" was a mare! Not a horse!



We thought a moment, as to what we were going to do with her, now that we had caught her. No one would ever believe that we caught he if we just told them! I said, "Let's tie her down and brand her!" I had two running irons on my saddle (two inch high rings).

We got her tied down, and a fire going. As the rings were heating up, we started cutting off her mane, her tail, and her foretop. We marked her ears with a "7 under bit." By now the irons was getting hot. We branded her with a lazy op A bar (≥) on her left side.

We let her up, and she sold out! We were joking and having a good time, as we trotted back to camp! Remember, you can always tell a Texan, but you can't tell him much!!?

¹ Natives: Native Americans

² Mustang: Wild horses, possibly from stock running free for many generations, fast, wild, wily, and often smaller and stockier than other horses.

³ 30.30: A popular caliber for a hunting rifle.

An Old Cowboy Poem by an Unknown Author

Read to us by Johnny Davenport

Howdy, to any strangers in the crowd.

My name is Johnny Davenport. I first came to the Bootheel of New Mexico in 1969, when I was transferred from Seligman, Arizona, to the Diamond A A, south of Animas, N.M.

My wife, Jean, and our two sons, Billy and Wes, moved to the Adobe Camp. The Adobe Camp is located at the foot of Animas Peak. We worked at the Â's 'til sometime in the late 1970s, when we moved to Battle Mountain, Nevada, where I ended up as wagon boss on the Twenty-Five (25) Ranch there. Our oldest son, Billy, stayed here, and married a local girl, Jacque Johnson.

Over the years, there has been a lot written about the life of a cowboy – some true, some B.S. All of it tells of the "*Romance*" side of a cowboy's way of life.

We have always been called a "drifter," which I think I have filled that to a "T". I've punched cows from the Canadian border to the Mexican border, and all in between. Another thing that's printed is that he "was never lonesome, unless he was in a crowd." I can, also, attest to that, too!

Our oldest son passed away years ago and our youngest son is away in the city of Louisville, Kentucky. Since the recent passing of my wife, Jean, of sixty-two and a half years of marriage, I've come out of my "shell" some.

There is no hugs in my house, now, so that's why I try to hug all you ladies now – it makes me feel good!

What all this is leading up to is the poem that I'm about to read to y'all. I first came across this poem about seventy years ago. I don't remember where I found it, but the poem has stayed with me since.

I've never seen it printed since that time, 'til it was recently printed in the *Livestock Weekly*.

I think it puts a good slant on what it means to an old cowboy, that spent many years in the saddle. Well, I guess you have had enough of this – the poem goes like this here:

He kicked the goose down blanket To the cold, wood planed floor You could see his breath as he Headed for the bathroom door.

He tiptoed down the hall
His feet were bare, in need of socks
He wished that he'd at least
Tried on his Christmas Present crocks.

His gout caused him to stumble He bumped a cracked and aging mirror The cowboy's true reflection Forced an old man to appear.

The cowboy hesitated Both hands were aged and shook But he stretched and straightened Out the mirror, this time he dared to look.

His face, worn and wrinkled Gray hair knotted on his head Eyebrows kinked and twisted Showed a hint of younger red.

The wrinkles in his face proved Years of ridin' in the sun An' maybe too much bourbon From his younger days of fun.

The cowboy quizzed the old man in the mirror

"Are you sure you're really me?" The old goat in the mirror replied "You don't like what you see?

"You've walked past me a thousand times And never shot me a glance You gaze into the mirror today Is more than happenstance.

"It's been a few years since you've stood In front of this old mirror And now you wear pot belly shirts You're drinking too much beer.

"So, please, let me remind you How the two of us grew old You chose the life of cowboy But your life has been ten-fold.

"You raised three boys on this ol' ranch And showed them how to work They learned by pure example From a man who doesn't shirk.

"I know you're disappointed 'cus They moved off from this land But now they're raising families So, I hope you'll try to understand.

"No matter where your boys are There's still cowboy in their veins They're far off in the city But their hands still hold the reins.

"So, tell me why you're thinkin' That your life is all uphill We still have our teeth And, yes, a healthy dentist bill.

"A cowboy's life ain't easy It's been tough on our old hide But we've earned the brand as cowboy We can wear the name with pride.

"Count your blessings, cowboy, There ain't many men like us The reason why we've lived so long Is cus we're one tough ol' cus.

"So, next time when you're feeling Like you're lower than asphalt Just step up to your broken mirror An' we'll have a cowboy chat."

Author Unknown.

About once a month, Johnny Davenport makes his way to the Sky Island Grill on the Arizona line. There he tells his stories of cowboying the old way to the group gathered at the Open Mic. There's no attempt to plagiarize from the Unknown Author. Cowboy Johnny Davenport is telling us how much he loves the poem which so closely reflects his own life.

The Life of Ben Olney The Black Faced Bandit

By Chuck Smith

Throughout the period of the Wild West, there are numerous accounts of Lawmen who have crossed the thin undefined line of the law to become an Outlaw. The offenses can range from petty crimes such as theft and embezzlement to more serious ones like murder. The reasons for the offenses can also range from a multitude of explanations, such as the need for more money, greed, opportunity, ego, revenge to name a few.

Ben Olney was a product of the Wild West. He grew up in his early years in an environment ripe with violence. The Mason County (Hoodoo) War, Lincoln County War, and the Cochise County War were all events that were influential in his youth. As we shall see, it is no small wonder that he did not start out his early adult life as an Outlaw.

Benjamin Wilder Olney was born October 15, 1871, in Burnet, Burnet County, Texas, to Joseph Graves Olney and Agnes Jane Arnold Olney. Two other siblings were to be born into this family while they resided in Texas: Lula Belle Olney was born June 28, 1874, and Joseph Graves Olney III, born September 3, 1876. ¹

Joseph Graves Olney, Ben's father, was born October 9, 1849, in Burleson County, Texas. He married Agnes Jane Arnold on November 30, 1870. Joseph Olney, Sr. had settled in Texas from Virginia around 1845. The family first settled in Burleson County and then around 1860, they moved to the Colorado in Burnet County.² A number of children were born to this family, some of which will be mentioned later.

Joe Olney had a few minor brushes with the law in 1872, and again in 1873, being charged and convicted of gambling. He enlisted in Company O, Minute Men, under John Ross Alexander in September 1872 and served through January 1873. A portion of the company saw action against Indian raiders in September 1872.³

The 1870 Census indicates the occupation of Joe Olney as a stock driver and through 1873 there was nothing to indicate that Joe Olney was other than a typical young man engaged in cattle ranching.⁴ A major tragedy was soon to erupt that would change many lives of the participants. This would be known as the Mason County War.

Prior to the Civil War, German immigration into Texas had become a significant factor. The Germans had settled much of the best land. They spoke a different language from the Anglo Texans and attended different churches. The two cultures did have a common denominator though, that is the threat from Indians In spite of this, a clash

of these two cultures was inevitable. Anglo Texans supported secession from the Union prior to the Civil War. German immigrants opposed secession. The German farmers were regarded as a threat and resentment towards them increased. Fortunately, no violence erupted during this time. ⁵

In the late 1860s and into the 1870s, cattle had become the dominate cash crop in Texas. Much of the cattle would roam on open range. Cattle would often stray into other ranges to be rounded up by cattlemen. Sometimes the owners would reclaim their stock if they were branded or could be identified. Unbranded calves were usually kept by those who rounded them up. This as "mavericking". practice is known Technically this is rustling and thus questionable, nonetheless, it is legal. All cattlemen of the area were impacted by this practice. Joe Olney was indicted for seven cases of "Theft of cattle" in the spring of 1874.⁶

The Germans had small herds of cattle and loss of cattle by this mavericking raised their ire. The friction between these two groups would come to a head soon. Bodies of suspected cattle thieves began showing up in various parts of the county. Some were shot and some were lynched. This feud was not confined only to Mason County as it spilled over into the neighboring counties.

On September 7 of 1875, Moses Baird (Beard) was killed by the Mason County sheriff and a German mob. Baird was related to the Olneys by marriage as Beird's sister Laura was married to Samuel Young Olney

who was Joe Olney's older brother. John Baird, the brother of Moses Baird, John Ringo, Scott Cooley and others went on a vendetta to even the score. They made good racking up a number of kills. As a result, the Mason County sheriff resigned and rode away.

Somehow Cooley and Ringo ended up in the Burnet County jail for threatening the sheriff and his deputy. They were later moved to the Lampasas County jail. Here, in May 1876, John Baird and Joe Olney collaborated in breaking Cooley and Ringo from jail. The escapees hid out at Joe Olney's ranch on the border of Llano and Burnet Counties. Cooley died a month later of illness. Ringo was again arrested in October 1876, and jailed in the Mason County jail. He was indicted for the death of Jim Cheney. He was finally released on a writ of habeas corpus in May 1878, and the case was dismissed due to the lack of testimony.⁷

During August and September of 1876, mob activity was on the rise in Llano County. Joe Olney had been charged with the theft of some hogs which he denied. On September 7 1876, two strangers appeared at his ranch. These were two Burnet County deputy sheriffs who were there to arrest him. A shootout occurred in which Olney shot both deputies. Unscathed Olney survived the incident. Also, Deputy Rowntree survived while Deputy Martin succumbed to his wounds. Olney was now a fugitive from the law. 8

The law pursued Joe vigorously and at one time had him cornered in a cabin. He told

them to come get him. As they did a dozen rifle barrels pointed out of the building, thus discouraging the posse. Joe had plenty of family and friends to harbor him. To stay out of reach of the long arm of the law, Joe moved his family to New Mexico Territory. In an attempt to lure Joe back to Texas, authorities rounded up two of his brothers Ed and Oscar. They lodged them in jail on trumped up charges, but the bait did not work.

It was here in New Mexico that Joe started using the alias of Hill. It is believed that he took the surname of Hill because his older sister Minerva, a widow, had been married to a William James "Bud" Hill. Joe also went to Old Mexico where he purchased a ranch at Nueva Casas Grandes near Corralitos. ¹⁰

Seeking refuge in New Mexico was like jumping out of the frying pan into the fire. The Lincoln County War was taking place and Governor Lew Wallace was trying to purge the territory of its undesirables. Joe Olney was on that list. He had not committed any crimes in New Mexico but because of he was wanted in Texas for the killing of a deputy sheriff, this focused attention on him. By late 1879, Joe had vacated New Mexico and established a ranch in the San Simon area in Arizona Territory. This was one hell of a place to drag his family to. Apaches would frequently raid the area and Mexican banditos were known to frequent the area as well.

San Simon is located in southeast Arizona near the New Mexico border, in an area that would become Cochise County in February 1881. It was here that Joe Hill reunited with his old Texas friend John Ringo. It was here also that Joe Hill associated himself with the and numerous Clantons others commonly known as the Cowboy element. The Cowboys were a group suspected of cattle rustling and other crimes in the area. They would drive cattle from Mexico to the San Simon and then to the San Carlos reservation where they would be sold. It was common along the way that they would hurrah the settlements of Maxey and Safford. Joe became known as the kingpin of this group.11

On October 16, 1880, Joe Olney's fourth child William Thomas was born. Also, his brothers Dan and George had moved into the area of southeast Arizona. His brother Sam would soon follow. Dan and Sam would retain the Olney name, but George changed his name to A.G. Hill. In 1881, Joe moved from San Simon to Bowie about 10 miles distant to the west.

Because of his close affiliation with the Cowboys, it is no doubt that Joe was involved in some of the shenanigans that they pulled. One such incident was the voting fraud in the 1880 Charlie Shibell v. Bob Paul Pima County sheriff election. Joe Hill was in Ft. Thomas at the time when Dick Loyd was killed but claimed he did not participate in the killing. Dick Loyd had taken Joe's horse when he was killed. He and John Ringo both became targets of the Earps during the vaunted 1882 Vendetta Ride but the Earps were unable to find and make contact with them. The reason is both were out of the county.

While sheriff of Graham County, George Olney appointed his nephew Ben as one of his deputies. Later, Ben would be appointed under sheriff by his uncle, George. This was the beginning of Ben's law enforcement career at the age of 20. George and Ben both held commissions of deputy US Marshal. This gave them authority to handle Federal crimes. This would become handy when stagecoach robbers would pilfer the U.S. mail during the robberies.

When George took office of sheriff, he hit the ground running as there was no lack of excitement to be had. A series of stagecoach robberies occurred on the road from Solomonville to Bowie over a period of four years. The details of which are too lengthy to Each robbery involved a present here. different set of outlaws. Deputy Ben Olney along with other deputies and posse men pursued the outlaws. Each time they caught many of the outlaw men and brought them to justice. In a couple of instances Deputy Ben Olney was involved in a shootout with the outlaws. He showed no fear in the discharge of his duties. This would not be the last time that he used his gun.

In one event in 1897, he arrested a horse thief that was a fugitive from Dona Ana County, New Mexico. While saddling up the horse of the fugitive, Ben became distracted momentarily while the outlaw jerked the pistol from his holster in a classic Hollywood Western fashion. The outlaw fired twice at Ben but did not hit him. The outlaw mounted a horse and fled. Ben mounted another available horse and pursued him. He

overtook the outlaw just close enough to fire at him and kill him.

Ben Olney also went to Albuquerque where he captured "Red Pipkin" a member of the Broncho Bill Walters gang. He brought him back to Solomonville, where he was to be tried for his crimes.

Ben went on to serve as a deputy and Undersheriff for succeeding county sheriffs. In 1906, Ben was appointed Cattle Inspector for Gila and Graham Counties. A week later he was also appointed as a private in the Arizona Rangers by Governor Kibbey. So, Ben wore two badges at the same time. This became a thorn in the side of Ranger Captain Harry Wheeler as he saw this as a conflict of duties. Ben wore both badges until the dismantling of the Arizona Ranger Force in 1909.

Aside from being a county deputy, Ben Olney engaged in the cattle business with ranches in the Arivaipa and Bonita area. Also, he had a ranch and farmland in the Solomonville area of the Gila Valley. On May 24, 1892, he married Lovina Woolsey. They would have five children. He and Lovina would go on to own and operate a hotel in Thatcher, A.T. and a restaurant in Safford. Ben did not own all of these ranches and businesses at the same time, rather he bought and sold them over the years.

In 1918, Ben and his family moved to Miami, Arizona, where he found employment as a night watchman for the Inspiration Consolidate Copper Mine. Here an unfortunate event took place on February 23, 1918.

A next-door neighbor named John Hawkins was from California and had just moved into the neighborhood a couple of months before. One day he became very intoxicated. He went to the Olney residence whereupon he confronted Mrs. Olney and started using foul, profane, vulgar, abusive language against Mrs. Olney for unknown reasons. Ben Olney became enraged about this horrible act and shot the drunk foul-mouth perpetrator in his doorway. The man staggered back to his own doorway and fell dead. The bullet had entered his left arm and then entered the body causing death.

Ben turned himself in to the law whereupon he was arrested and transported to the jail in Globe by Deputy Sheriff Andrew Elam. Andrew Elam was the grandfather of the famous actor Jack Elam. Ben Olney was charged with first degree murder. His attorneys were fortunate to obtain a change in venue to Graham County, Arizona.

Ben was acquitted by a jury of his peers. Had he been tried in Gila County the outcome might have been different.

As a result of this event, Ben and his family returned to the Gila Valley to reside. Because of the shooting death of John Hawkins, he probably lost his security guard job at Miami, and he was probably blackballed by any law enforcement agency in the state. So, finding employment as a peace officer was not an option. He never wore a badge again. Ben tried farming and other jobs but was suffering

financially and became desperate. So, Ben resorted to the unthinkable.

On April 27, 1922, Harry McCarrol an employee of the Gila Valley Bank and Trust Company at Safford, went to the bank at about 8:30 a.m. After opening the door, he was confronted by Ben Olney, who drew a gun on him and ordered him to throw up his hands. Instead, he dodged around the safe and made a dive for the back door and crawled through a hole which Ben Olney had made to get in. It appears that Ben Olney had broken into the bank early in the morning and was waiting for the employee to arrive. He had blacked himself up with cork or shoe blacking and had a handkerchief over his face. He was armed with a loaded six-shooter and a pitchfork. He made no attempt to escape from the building and was arrested by Deputy Sheriff Talley about fifteen minutes Incidentally Ben's uncle, George Olney, was on the board of directors for this bank. There are a few published variations of this event, but this version of the information came from the official court documents.

Ben was tried for this offense in which he pleaded guilty. He was sentenced to 18 months to 10 years for the crime of burglary. Ben served 18 months in the state prison at Florence, and was paroled on October 27, 1923. Ben Olney never returned to the Gila Valley due to the shame and embarrassment of deeds that he had committed. Instead, he and his family moved to California to live out his days. Ben claimed the reason that he attempted to rob the bank was: "I was broke and my wife and family was working hard. I owed considerable and suppose I went to a

certain extent insane over my debts and financial matters."

Ben lived out the rest of his life at Baldwin Park, California. The rest of his life was uneventful. He died January 20, 1935, after a brief illness. He was survived by his wife and three children.

Ben Olney has a cenotaph located in Tombstone's Boothill Cemetery. The name

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http://www.panhistoria.com/Stacks/Novels/Character Profiles/profile.php?CharID=3467 p. 3 L

http://www.panhistoria.com/Stacks/Novels/Character

Homes/home.php?CharID=4770 p.3

on it is obviously misspelled. Supposedly Ben was shot and killed by Augustine Chacon in the Whitlock Cienega, which is located in Graham County. No date is given for the killing as the whole story is false. The grave is obviously fake. Why would Ben Olney be buried in Tombstone when he was a resident of Graham County? Augustine Chacon was also legally hanged in 1902 in Graham County and buried there as well.

³ David Johnson, *Alias Joe Hill, Revenge! and other tales of the Old West,* 2004 Scarlet Mask Enterprises USA p117.

⁴ 1870 Federal Census, Precinct 1 Burnet Texas

⁵ http://www.historynet.com/mason-county war.htm

⁶ Johnson, *Alias Joe Hill* p.117

⁷ http://www.historynet.com/mason-county war.htm

⁸ Galveston Daily News, September 16, 1876 Galveston Texas

⁹ David Johnson, *John Ringo, King of the Cowboys,* 2nd edition, University of North Texas Press 2008. pp.102-103

¹⁰ Johnson, *Alias Joe Hill* p.125

¹¹ Johnson, *Alias Joe Hill* p. 126.

Jacal & Adobe By Doug Hocking

One of the building techniques in use during the 1850s was *jacal*, hah-Kahl. This was one of the least expensive techniques. It was used at Fort Buchanan, Fort Massachusetts, and first Fort Union, as well as at other installations. It doesn't last long nor leave much in the way of above ground evidence after it disintegrates. During its life, it provides a convenient home for insects and their predators. Stories abound from soldiers who suffered living in such quarters.

Upright posts were driven into the ground often with smaller branches, known as wattle, woven in-between. The whole was then plastered with adobe mud. Adobe mud is a balanced mix of sand, clay, water and straw or pebbles that adheres to the wattle and bears up to the weather.

This jacal is typical of a type of dwelling built by Lincoln's early Hispanic settlers. Jacales were constructed with upright posts driven into the ground with smaller branches woven in-between. The walls were then covered inside and out with a mud plaster. Their flat roofs were built with posts, poles, mud and straw. Notice the hand-hewn roof beams above you. This wattle and daub method of construction produced a weatherproof structure that has been used in Europe and North American since prehistoric times. The newlyweds, Ramon and Emeteria (Emma) Luna used this jacal as their home during the 1920s.

Interpretative sign at Lincoln, NM

The "shake jar test' is one way to determine the proper mix of clay and sand for adobe. Fill a glass jar one-third full with soil, taking out anything larger than a quarter. Fill two-thirds full with water and shake thoroughly. Let it settle for an hour. Then shake it again and let it settle for eight hours. Material will settle out in layers with a clear line between layers. Clay and silt will be on top and sand on the bottom. The correct proportion is about 20 percent silt and clay and 80 percent sand. Like concrete which contains cement and sand which bind stone together, stone or straw are bound by the adobe mix.



Jacal at Lincoln, NM

Americans, coming to the southwest, were unused to adobe, branding it as mud. In 1846, the Missourians in the Army of the West renamed Santa Fe *Mud Town*. There has been considerable prejudice against adobe by those used to woodframe construction thinking of it as "cheap." In fact, in the Southwest where lumber is difficult to source and where the high UV in the sunshine causes rapid deterioration, adobe is in reality an expensive way to build. Adobe is warm in winter and cool in summer. The earthen bricks absorb heat from the sun during the day and release it at night.

Making adobe bricks is a multi-stage, multi-day process. First, the mud is mixed and placed in frames of twenty or so bricks. Next, the bricks are allowed to dry in the frame for days or perhaps a

week. Usually, only one or two frames are available, lumber being scarce, and cannot be reused until the first bricks have dried sufficiently to hold together out of the frame. Once out of frame, they are stacked on their sides so as to allow air to flow between and dry them further for up to a month. A new batch of twenty bricks can be started every three to seven days.

Flat rocks are used to lay out a foundation. This foundation must be flat or the adobe bricks will crack. It separates the adobe from surrounding earth. Moisture in the earth would otherwise be absorbed and soften the bricks so that they disintegrate and collapse. Laid on bare earth, this collapse would likely take place during the first hard summer rain. Even good adobe structures are prone to melting in the rain and need replastering annually.



We often see adobe structures that have been bulldozed leaving only the foundation. This one is at Mowry, AZ. Note the flat stone.

Stone structures do not require a flat foundation. Thus, the foundations of such structures are uneven. The stones are often pilfered for reuse elsewhere. Likewise, the wooden parts of adobe structures are pilfered including *vigas* (roof beams), floors, and doors. Walls are often pushed down to gain access. If allowed to disintegrate in place, the collapsed roof including vigas and brush elements may resemble a tamped adobe floor. Afterall, the roof over the vigas consists of *latillas* (cross-members) and brush to retain the adobe which is then tamped down until hard a firm, like the floor.



Foundation of a stone structure

With the roof beams removed, the walls of an adobe melt building up a concealing and protecting mound. The foundation can no longer be seen. The mound distorts the true height, concealing many courses of bricks which remain intact, although softened, with the mound.



Walls at Charleston, AZ. Legend has it, falsely, that damage was done by an 1887 earthquake and World War II artillery fire. We don't generally fire on our own troops during training. The damage is the result of the removal of all salvageable wooden elements.

Jacal doesn't leave much evidence above ground. The wooden elements, often not stripped of bark, disintegrate completely. There isn't enough adobe daub to leave much of a mound. The result is that all that remains is the base of posts, rotten, but protected by the surrounding earth.



Rotting posts left underground at Fort Massachusetts, CO

Mutiny on the High Seas Or Making Waves in the High Desert?

By Chuck Smith

At the turn of the century, the Territory of Arizona began to experience a period of increased lawlessness. The problems of outlaws gaining the upper hand were similar to those existing of the early 1880s. Since the late 1880's, crime throughout the territory had been on the decline. The Indian problems had also been almost resolved since Geronimo had surrendered in 1886, although there were still a few renegade groups on the loose. The most prominent crime, rustling livestock, had now become the plague of the territory again. Rustling was forcing many small ranchers out of business. The larger outfits were also affected but were able to provide the resources and manpower necessary to prevent large scale losses due to rustling. As a solution to help combat this situation, the Arizona Legislature passed a bill in March 1901, authorizing the Governor, Nathan Oakes Murphy, to create a body of men called the Arizona Rangers. purpose of the Rangers was to help establish law and order throughout the Territory of Arizona with their primary focus on rustling. The Rangers had jurisdiction throughout the Territory, and they could operate in any county of the Territory where their services were needed. They were not merely confined to a specific county as were sheriffs and their deputies.

The newly formed Arizona Rangers were patterned somewhat after the famous Texas Rangers, although the number of men enlisted in their ranks was much smaller. Initially the Rangers consisted of one captain, one sergeant, and twelve privates, but later their ranks would be increased to twenty-six men.¹ The Ranger headquarters was first established in Bisbee and most of the Rangers

were assigned to the southeastern counties of the Territory, particularly in the county of Cochise. The southern border of Cochise County is the international boundary with Mexico. Along this border is where the major problems existed for rustling and smuggling and it was a refuge for fugitives from both sides of the border.

Burton Mossman, a cattleman and foreman of the Hashnife Outfit (so-called for the shape of its brand), was appointed as the first captain of the Rangers. Mossman served as Captain until September 1902. picked men that could ride, rope, and shoot, as his subordinates. Contrary to the standards of today, some of his men had previous tarnished records and undesirable qualities. As a result of these tough reputations, some of the Rangers became involved in a number of saloon brawls and insobriety, which tarnished their reputation and badges even more. Their use of excessive force and harshness in making arrests was frowned upon by other peace officers. Although the Rangers were not highly favored by other lawmen of the Territory, they occasionally cooperate with each other to apprehend outlaws and enforce the law.

Thomas H. Rynning, a former Roughrider of the Spanish-American War, succeeded Mossman as Captain of the Arizona Rangers. Under Rynning's administration, the relationship between the Ranger force and certain county sheriffs began to deteriorate to even a greater magnitude. As an example, during the Morenci miners' strike in June 1903, Sheriff James V. Parks and Captain Rynning disputed frequently, as Rynning tried to undermine Sheriff Parks authority in

handling the situation.² It was Rynning's duty to render assistance to Sheriff Parks and not to run the show as he tried to do.³ Because of the volatility of the situation, their lives were in extreme danger. They were facing a showdown of tremendous odds of about two thousand angry striking miners. As a result, they reluctantly cooperated with each other in an effort to maintain peace in that area.

Rynning claimed the reason for the "bad blood" between the local officers and the Rangers was due to the arrests made by the Rangers. The Ranger arrests were cutting into the incomes of the sheriffs and deputies, as they operated on a fee and reward system. The local officers claimed that the Rangers should be operating in the rural parts of the Territory and not in the more populated areas which usually had an increased presence of law enforcement.⁴

Of all the cases involving a situation of hostility between the Rangers and the local officers, there is one that is perhaps the least known but most significant. This is the Lee Hobbs Murder-Mutiny Case. The Lee Hobbs case would become a major chapter of disgrace and embarrassment to the ranger service. The following is a detailed account of that particular case:

In the early 1890's, Lee Hobbs and some members of his family migrated from the San Antonio, Texas area, to the mining towns of Clifton and Morenci in Graham County, Arizona Territory. The family members consisted of Lee Hobbs, his brother Augustine "Gus" Hobbs, and his sister, Susan. In Arizona, Lee and Gus found employment in the numerous copper mines that were located in the area, and later their sister, Susan, married a man by the name of Ed Harwell. The brothers had previously

owned and operated drilling rigs in Texas, and their skills were in demand by the mining industry. Lee cited his occupation as a hoist engineer, and both brothers were well acquainted with the operation of steam engines.⁵ Lee was also employed as a night watchman for a while and later became the hoist engineer for the Montezuma Mine.⁶

In November of the year 1900, James V. Parks was elected as Sheriff of Graham County. In January 1901, when he assumed command of that office, he appointed Lee Hobbs as a deputy sheriff for Clifton, and Gus Hobbs as the deputy sheriff for Morenci.⁷

Parks had also served as a deputy sheriff for Clifton since 1891, and it was during this time that he became acquainted with the Hobbs brothers. The Hobbs brothers performed dutifully in their responsibilities as peace officers. They helped to maintain law and order in these two rough and rowdy mining towns.

Even though the Hobbs brothers were experiencing successful careers as lawmen, all would not go well. Tragedy would soon strike in a double dose against the Hobbs brothers. On the 30th of June 1901, in a murder suicide, Ed Harwell shot his wife, Susan, three times in the back of the head and then sent a bullet through his own brain, both dying instantly. The motive for this act remained a mystery, although it was known that Susan Harwell and her daughter, Rolina, had planned to visit relatives in Texas and were set to leave the following day. As far as anyone knew, the couple was happy and contented in their domestic relationship.8 Also their daughter, Rolina, was now left orphaned and she was sent to live with an aunt who was Harwell's sister.

Grief stricken with the loss of his sister from this gruesome tragedy and perhaps not functioning in the proper frame of mind, Gus Hobbs was involved in another tragedy a few days later. On the 4th of July 1901, during the progress of a baseball game, he attempted to arrest a drunken Mexican. Gus pulled his pistol, and while hitting the subject over the head with it, (the hammer of the pistol had been previously and inadvertently cocked) the gun then discharged unintentionally. The projectile hit a bystander named Walter McDonald, who was watching the ball game. McDonald was struck in the abdomen from which he died in a short time.¹⁰ McDonald was employed as a mining engineer with the Detroit Copper Company. Gus Hobbs was exonerated of this tragedy, and he resumed his duties as a deputy sheriff.

Lee also was grief stricken. The murder suicide became the general talk of the town and gave him reason to brood over the matter. He did this until he became very depressed. In late January 1902 he confided in a friend, Will True, that he was going away and for him not to inform anyone until after three days had passed. Will True abided by this, and after three days had passed, he informed Sheriff Parks of the matter. Upon an investigation by the sheriff, it was found that Lee Hobbs had been default in the matter of The sheriff fees between \$600 to \$700. claimed that he would make restitution of the But now, due to the mysterious debts. disappearance of Lee Hobbs, Clifton was left without a permanent deputy sheriff. Sheriff Parks promptly decided to appoint his younger brother, John D. "Hardtimes" Parks, as the new deputy. 11 John "Hardtimes" Parks would remain as Deputy Sheriff in Clifton, until the end of 1906, when his brother's term of office expired.

During his disappearance from Clifton, Lee visited the northern Arizona towns of

Holbrook and Prescott. His absence did not last long, as he returned to Graham County in late February 1902, after being absent about five weeks. He remained in Solomonville, the county seat, and reconciled with Sheriff Parks. Sheriff Parks, knowing that he could not reassign him as a deputy to Clifton, decided to employ him to drill wells on his various ranch properties.

Lee operated the drilling rig throughout the summer, sinking wells at Ash Peak, which is located between Solomonville and Duncan. Many of the wells drilled were quite deep, requiring 600 to 800 feet to be bored before reaching water, and on one occasion, he struck hot water. Some of the local citizenry of Duncan became fearful that since he had struck hot water, he would create a volcano. 14

As the well drilling activity continued, a change in local events would soon lead to a cessation of the drilling operations. On the 1st of September of 1902, Captain Burton Mossman of the Arizona Rangers had captured Augustine Chacon just below the border in Old Mexico. Mossman then transferred his prisoner to Sheriff Jim Parks at Benson, who coincidently was returning from a delivery of prisoners to the Territorial Prison at Yuma. Sheriff Parks, much delighted in the success of this capture, delivered Chacon to the Solomonville jail. Chacon had escaped from this same jail in 1897, just a few days prior to his set execution, and had remained at large during the past five years. He had established a reputation as Arizona's most wanted fugitive during this time on the lam. Not risking or allowing a chance for another escape, Sheriff Parks had deputies maintain a constant vigilance on Chacon. It was then that Lee Hobbs was reinstated as a deputy sheriff and assumed the duty of guarding Chacon. Chacon was rescheduled for his execution on

November 21, 1902. Lee Hobbs was one the deputies that maintained the death watch for Chacon until the day of the execution. On the day of the execution, Lee Hobbs and John "Hardtimes" Parks were assigned to escort Chacon to the gallows, where he climbed the steps of the scaffold to meet his fate¹⁵

After this event, Lee Hobbs would continue to serve as a part-time deputy for Sheriff Parks, where he would assume and carry out the various duties to which deputies are regularly assigned. Shortly after his reinstatement, on September 11, 1902, he was involved in the capture of a gang of horse thieves, who had stolen some horses from one of Sheriff Parks ranches. 16 He was in Morenci in June of 1903 when a handful of sheriff deputies and Arizona Rangers were called to that area when a labor strike and riots erupted there. The lawmen faced tremendous odds of hundreds of angry striking miners and managed to preserve the peace without any major violence and bloodshed.17

It is obvious that Lee Hobbs did not lack for excitement and adventure in his life. But a strange event would soon unfold, that was beyond his control. That event would yield more excitement and adventure than he could ever imagine or bargain for.

A passenger train arrived in Clifton on the evening of April 7, 1905, and four Arizona Rangers (Sgt. William Sparks, Sgt. Frank Wheeler, Oscar Rountree, and Jeff Kidder), stepped from the coach, and approached Deputy Sheriff Lee Hobbs. Hobbs was at the train station inspecting the arrival of passengers from the train. Lee Hobbs was taken by surprise when the Rangers pulled him aside and arrested him. They were then joined by a fifth Ranger who was already in Clifton at the time of their arrival. Hobbs was taken to the Cascarelli Building, where he

was shackled, and closely guarded during the night. It was feared that he might be rescued from his captors by some of his friends and local citizenry, thus he was not allowed visitors.¹⁸

Jud Webster, a local citizen, did manage to converse with him a few moments and learned that Hobbs did not know why he had been arrested. A well-known local attorney, Frank Laine, also attempted to visit Hobbs, but was persuaded not to. He was informed that Hobbs had been arrested for turning loose some Mexican prisoners that had been previously arrested by the Rangers. ¹⁹

The arrests being referred to happened earlier on January 10, 1905. A flood had occurred on Chase Creek, which is one of the business districts of Clifton. On that date, the Rangers arrested some 36 Mexicans for looting businesses and public drunkenness. The Rangers delivered them to Deputy Sheriff Lee Hobbs, but he refused them stating that the jail was also inundated with water due to the flood and that he had no other place to incarcerate them. The prisoners were then reluctantly set free. The jail in Clifton at the time was a cave, carved out from a rock in the side of a hill. The jail was located only a few yards from the San Francisco "Frisco" River. This incident sparked bitter controversy between the Rangers and Hobbs. "Salt was also added to the wound" when the local District Attorney Rawlins dismissed all but one of the cases.²⁰

The next morning, the five heavily armed Rangers, accompanied by a Constable Foster, departed from Clifton on the train with their prisoner. Their destination was Phoenix. A reporter for the *Copper Era* talked to Mr. Hobbs at the depot and was informed by him of the true reason why he had been arrested. Lee Hobbs had been arrested with a warrant charging him for committing murder and

mutiny on the high seas. He was also informed that Lee Hobbs would be taken to Phoenix for examination before a British Consul for the purpose of extradition to London to stand trial. The charge was so utterly bizarre that when the reporter explained the situation to others who had inquired about the situation, they laughed in disbelief.²¹

The supposed crime for which Lee Hobbs was arrested, had occurred September 2, 1902, on an English freight steamer named the Leicester Castle, which was bound for the Orient from San Francisco. It purportedly claimed that he incited the crew to mutiny, and during the uprising, he allegedly shot and killed the second mate, John Bennet Nixon, and wounded Captain Peety, who later recovered.²²



After the murder, the mutineers escaped in a small raft they had constructed, to Pitcairn Island, a British Protectorate. It is rather ironic and coincidental that this is the approximate location that the Bounty was mutineered in 1789. It is here that the mutineers separated, and Hobbs somehow made his way back to the United States and then to Arizona.²³

The only witness to this event was a hobo sailor that had been a cook aboard the freighter. His name was Christian George Frederick John Walz. Walz had met Sergeant Sparks of the Arizona Rangers about Christmas time 1904, while they were traveling aboard a train in Arizona. He then

related the incident of mutiny and murder. He claimed that he knew Lee Hobbs for two years in Silver City, New Mexico, where Hobbs was supposedly driving a milk wagon. He also claimed that he and Hobbs went to the sailor's boardinghouse in San Francisco together and signed on with the ship Leicester Castle.²⁴

Sergeant Sparks then informed Captain Thomas Rynning of the whole affair, who at once made a trip to San Francisco to visit the British Consul. A heavy reward was offered British government by apprehension of Hobbs, and Scotland Yard detectives had been searching this country ever since the crime was committed.²⁵ Whether Rynning was enticed by this reward, or seeking the opportunity to wreak revenge on Hobbs and Sheriff Parks, or perhaps maybe he was just pursuing his duties, will always be of question. Consul Bennett informed Rynning that Hobbs could be extradited under the terms of the Convention of 1842 and the penalty for such a crime would be death by hanging.

Consul General Walter Bennett and an English attorney, T.E.K. Carmac, arrived in Phoenix with a warrant of extradition and presented it to Judge Kent, who signed it and placed it in the hands of U.S. Marshal McCord. McCord then delivered the warrant to the Arizona Rangers to carry out the arrest of Lee Hobbs²⁶

After his arrest in Clifton, Lee Hobbs was transported by train to Phoenix, where he was deposited in the county jail. Here he was to await his extradition hearing that would be held during the following week. Hobbs would be represented by attorney W.C. McFarland of Solomonville and would appear before Judge Kent.²⁷

When the examination began, Walz was called to present his testimony of the facts and to relate the incidents of the murdermutiny as he recollected. He testified that he was positive beyond any question that Lee Hobbs was the man that committed the crime, and that he could recognize him by the mole on his face. Judge Kent asked the prisoner to step forward so that he might examine his face, and after careful inspection, failed to locate any mole. The judge then ordered the court stenographer to record that he failed to find any mole on the face of the accused. Walz's testimony also did not agree with the depositions of the officers of the ship, concerning the events of the tragedy.²⁸

During the course of the hearing, Lee Hobbs was questioned if he had been a member of the crew on the British ship on which the murder had taken place. He replied "that he had never seen a ship. In 1889, he had been to Santa Monico for two days but saw no more formidable craft than row boats."²⁹

On the last day of the trial two men, John Murray and Thomas Lyons, arrived from San Francisco, having been subpoenaed by the prosecution for the purpose to identify Lee Hobbs. One of the men kept the boarding house at which Walz and Hobbs stayed, and the other operated a cigar store within the building. They claimed they both knew and could identify the wanted man. Lee Hobbs was taken to Marshal McCord's office and placed in a room with 30 to 40 other men. Murray and Lyons were then brought into the room, and after a careful inspection of every man present, they failed to identify Hobbs.³⁰

Fortunately, the effort of the witnesses made for the defense was far more successful. A large group had departed from the various communities of Graham County and proceeded to Phoenix to provide testimonies in defense of the accused. Among this group were the following: Sheriff James V. Parks, Undersheriff Frank Richardson, Jailor Charles Sands, former District Attorney Lee Stratton, former District Attorney Wiley E. Jones, Speaker of the 23rd Legislature W.T. Webb, County Assessor J.J. Birdno, Deputy Sheriff and brother of the accused, Gus Hobbs, and many more that were merchants and ranchers.³¹

All of these witnesses testified positively as to the date of a great portion of the year 1902 and provided records showing that Lee had been registered as a voter. The records also showed he had been paid for his duty of death watch over Augustine Chacon. Various account books from merchants showed that he had purchased supplies during the time of question.³² All of this added up added up to a conclusive airtight alibi.

After reviewing the case, Judge Kent rendered his decision that the evidence was so complete that not a possibility of a doubt existed as to the innocence of the defendant. He also stated also that if a strong similarity of appearance existed between the defendant and the other Hobbs that committed the crime, then Walz was justified in his testimony.

When the judge announced that the defendant discharged and free to go, demonstration of applause erupted throughout the courtroom, which was quickly stopped by a call to order. The court was then adjourned, and Hobbs was congratulated by many people who were in attendance there. After the demonstration, Judge Kent took Lee Hobbs to his chambers and proceeded to give him some sound and friendly advice. He informed Lee Hobbs that upon commencement of the hearing, that he was certain of his innocence. complimented him, for enduring such an ordeal that he had just experienced. He also

warned him that without doubt his feelings had been hurt and that if he sought retribution, it should be by lawful means.³³

Thus ended one of the most bizarre cases of international significance that occurred in Arizona. It was a fiasco from the start to finish, and unfortunately, the Arizona Rangers earned a more tarnished reputation from the whole ordeal. In their quest to seek revenge, they built a case mostly upon weak hearsay evidence. A lot of the Rangers had known Hobbs and of his reputation for years. If they had used a little common sense and some minor investigation, they could have solved the matter quickly.

In September of 1905, Lee Hobbs sought retribution by filing a lawsuit against the English government, seeking a claim for damages that he had incurred.³⁴ After the extradition hearing Lee resumed his duties as deputy sheriff until the expiration of Sheriff James V. Parks term of office in December 1906. Lee Hobbs remained a citizen of Graham County and Greenlee County until his death in 1914 due to complications of tuberculosis.³⁵

This event would not end the controversy between the Rangers and local officers. For

ENDNOTES

instance, in August 1905, Ranger Oscar Rountree would twice be arrested and convicted for using excessive force. These were two separate occasions, while arresting a drunk Mexican in Solomonville and also a similar incident occurring in Prescott.³⁶ In the aftermath of the Lee Hobbs mutiny case, the local newspapers of Graham County were quick to criticize the Rangers and called for their disbanding. Captain Rynning was also the focus of much criticism from the newspapers. The newspapers would take extra effort to publicize any events of misconduct and wrong doings by the Rangers.³⁷

Captain Thomas Rynning resigned in 1907 in order to become the warden of the Yuma Territorial Prison. Lieutenant Harry Wheeler succeeded him as captain. Captain Wheeler issued General Orders to the Rangers which in essence was a code of conduct expected to be followed by all Rangers.³⁸ The Arizona Rangers were disbanded in February 1909 by an act of the legislature, and it is a known fact that their conduct in the past was a contributing factor of their disbanding.³⁹

- 5. 1900 U.S. Census, Arizona Territory, Graham County, Enumeration District 19, Sheet 4.
- 6. *The Arizona Bulletin*, Solomonville AT, February 14, 1896
- 7. Jennie Parks Ringgold, *Frontier Days in the Southwest*, (San Antonio TX: The Naylor Co., 1952) pp. 150-151
- 8. The Arizona Bulletin, July 5, 1901
- 9. The Arizona Republican, Phoenix AT, July 6, 1901
- 10. *The Graham County Guardian*, Safford, AT, July 12, 1901.
- 11. *The Copper Era*, Clifton AT, January 30, 1902. *The Arizona Bulletin* reported the amount of fees to be \$1000.
- 12. The Copper Era, February 20, 1902.
- 13. *The Copper Era*, May 15, 1902.

^{1.} Revised Statutes of the Arizona Territory, 1901, Pars., 3213-30. See also Acts, Resolutions and Memorials, 22nd Legislative Assembly Territory of Arizona 1903, Act 64, section 2. This act allowed for the increase of the Ranger force.

^{2.} Thomas H. Rynning, *Gun Notches*, (San Diego CA: Frontier Heritage Press, 1981) p.233

^{3.} The Stoddard Letters, June 9 1903, Arizona Historical Society. Acting Governor Stoddard commanded Col. McClintock and his militia force to report to Sheriff Parks and preserve the peace under his direction. Rynning was ordered to confer with Parks, but it would be safe to assume that he also was under the Sheriff's direction.

^{4.} Rynning, p.231

14. The Copper Era, June 5, 1902.

- 15. Ringgold, p.143
- 16. The Copper Era, April 13, 1905.
- 17. Ringgold, p.167
- 18. The Copper Era, April 13, 1905.
- 19. Ibid.
- 20. Ibid.
- 21. Ibid.
- 22. The Copper Era, April 13, 1905. The Arizona Bulletin, April 14, 1902, reported the ships name as the Leicester Castle and that Hobbs had killed only the captain of the ship.
- 23. The Arizona Bulletin, April 14, 1905.
- 24. *The Copper Era*, April 20, 1905.
- 25. Ibid.
- 26. The Arizona Bulletin, April 14, 1905.
- 27. Ibid.
- 28. The Copper Era, April 20, 1905.
- 29. The Arizona Republican April 17,1905
- 30. The Arizona Bulletin, April 21, 1905.
- 31. The Copper Era, April 20, 1905.
- 32. Ibid.
- 33. Ibid.
- 34. *The Arizona Bulletin*, September 15, 1905. Although this article indicated that Hobbs had initiated a law suit, there are not any articles in later issues indicating that he had pursued the matter any further.
- 35. The Arizona Bulletin, May 8, 1914
- 36. The Arizona Bulletin, August 4, 1905.
- 37. The Copper Era, April 27,1905
- 38. Bill O'Neal, *The Arizona Rangers*, (Austin TX: Eakin Press, 1987) pp. 118-120.
- 39. Acts, Resolutions and Memorials, 25th Legislature 1909. An Act. This act repealed the Ranger Force on February 15, 1909.



Old West Recipes

By Debbie Hocking

Corn Chowder

Debbie has been experimenting with 19th Century recipes particularly those that were made in Western towns and along the trails.

1 Quart	Whole Milk
3 Tbs	Fatty Salt Pork or
	Bacon Fat
1	Onion, diced
5	Potatoes, peeled & 1/4
	inch pieces
2 Cups	Boiling Water
3 Cups	Canned Corn,
	drained, about 1 lb
3 Tbs	Butter
2 tsp	Salt
³ ∕ ₄ tsp	Pepper
8 lg	Crackers, plain, dried

You want hard, dry crackers that won't disintegrate. Don't use Ritz. Water crackers are better. Scald the milk by adding it to a saucepan and heating it until just before it boils. Remove from heat.

Heat pork fat in a large skillet over medium high heat for a few minutes until most of the fat has melted into grease. Add onions and cook for five minutes until translucent. Stir frequently. Set aside.

In a saucepan, heat water to boiling, add potatoes and bring to a simmer, cooking for five minutes to soften. Strain potatoes and add to the skillet with onions and pork fat. Add two cups of boiling water or stock. Set over high heat and bring to a simmer. When the potatoes can be easily pierced, reduce heat to medium, add corn, scalded milk, salt, and pepper and simmer for a few minutes.

Serve over crackers with a pat of butter.

Hoe Cakes or Johnny Cakes

1 pint of	Milk, scalded
3 pints	Fine Indian cornmeal
2 Tbs	Molasses
2 tsp	Salt
1 Tbs	Lard or unsalted butter
1 tsp	Cinnamon, optional
4 strips	Bacon

Fry the bacon in a pan, reserving the bacon grease.

Sift cornmeal. Stir in salt, molasses and lard and cinnamon, if used. Then stir in scalding milk and stir until smooth on top. Scalding milk is milk that is heated almost to a boil and then allowed to cool just a little. Form into small balls and pat down into round, flat cakes, about ¼ inch thick. Fry in bacon grease until golden brown, flipping once.

Serve with bacon and coffee

Debbie made these. We added cinnamon and she decided that she really, really likes them.

Book Reviews

WILLIAMS, V.C.

A New York Lady in Helldorado: Arizona's First Woman Lawyer
Outlaws Publishing, January 2025

This historical novel was inspired by the life of Sarah Herring. The story starts with Miss Herring's arrival in Tombstone with her younger brother, Howard Herring. Immediately, Sarah is thrust into the aftermath of the famous gunfight on Fremont Street, which had taken place only a few days before her arrival. As the daughter of William Herring, one of the defense attorneys for the Earps, Sarah is recruited by her father to sit in Justice Spicer's courtroom throughout the so-called Spicer Hearing. During the monthlong hearing, she transcribes the testimony for her father and slowly gains an understanding of the events preceding the 30second gunfight.

Although Sarah Herring's involvement is fictional. Williams uses real names throughout her novel and maintains an accurate representation of the testimony given by key witnesses. The author further draws on her imagination and builds a fascinating relationship between Sarah and Wyatt Earp, which actually adds a bit of tension to the story. However, as the hearing proceeds, Sarah finds herself draw, like a schoolgirl, to a newsman named Thomas Sorin. This is where the novel becomes romantic, and where, with the support of her future husband, Sarah becomes serious about becoming an attorney.

However, when Justice Spicer finally gives his opinion and releases the Earps and "Doc" Holliday from the charge of first-degree murder, Sarah's usefulness suddenly ends. And her dream of becoming a lawyer in her father's Tombstone firm a distant thought. Over the next few years, her romance with Sorin grows in intensity, and reluctantly, she finds herself having to choose between a family or a profession. Then, unexpectedly, a family tragedy inspires Sarah and renews her determination to reach her dream.

Throughout this time, Sarah and Thomas build a deep love and respect for each other's dreams. They never lose touch but are often away from each other for long periods of time. You can feel their love throughout the story, but I knew how the story would end. I knew that both Sarah and Thomas would reach their dreams, but I was also aware of the fact that Thomas would have to experience the unimaginable death of his beloved wife before her time.

What I did not know was how Wyatt Earp would react. All and all, I enjoyed the story. It was my first historical novel. It could very well inspire a young reader to want to learn more about Sarah Herring and Tombstone.

Review: Ronald F. Woggon, May 22, 2025

BERNSTEIN, MATTHEW

Team of Giants: The Making of the Spanish-American War

Norman: University of Oklahoma Press, 2024

Hardcover, pp. 288, 6x9, 9 B&W Illustrations, \$36.95.

ISBN 978-0-8061-9471-4

"The great paradox of the Spanish-American War was that in a time of hyperbole, truth was stranger than fiction." This is a fascinating story, well-told, that one wishes could continue indefinitely. It's been a long time since I've read a story this good. In 1898, five

giants, former Confederate general and U.S. Congressman, "Fighting Joe" Wheeler, Theodore Roosevelt, William Randolph Hearst, Stephen Crane, and Richard Harding Davis, led a willing nation into war with Spain. Cuba, embroiled in revolution against Spanish overlords for decades, was foully treated by its masters who starved its people and confined them to concentration camps. Hearst built a newspaper empire on yellow journalism employing men like Davis and Crane to write stories. Roosevelt exceeding authority set the U.S. Navy on a war footing and proved himself as a warrior in combat. Davis sought adventure as a journalist and took up arms to fight alongside the Rough Riders. Wheeler stood for the ideals of cavaliere knighthood. Crane, who crafted stories that made the blood boil, held the hand of a dying rival journalist and filed the dead man's story ahead of his own.

Doug Hocking

DRAGOO, SUSAN

Finding the Butterfield: A Journey Through Time in Indian Territory Norman: Dragoo Adventures Media, 2024 Paperback, pp. 255, Illus. & Maps B/W

ISBN 979-8-9909097-0-0

Wonderfully written, exciting story of finding the Butterfield Overland Mail Trail through Oklahoma. It is part personal account of her adventures and part local history. From 1858 to 1861, the Overland Mail carried the first transcontinental mail from the United States to California running day and night to make the trip in under 25 days stopping only to change horses or mules and occasionally to allow passengers a quick, rough meal. From Fort Smith, Arkansas, westwards the stage ran through wilderness. The only relief from the wild in Oklahoma was at stations run by the Five Civilized Tribes. Dragoo provides an

insightful explanation of how the United States left the tribes little choice but to join the Confederacy. This is an enjoyable and enlightening read. Highly recommended.

Doug Hocking

HYSLOP, STEPHEN G.

Building a House Divided: Slavery, Westward Expansion, and the Roots of the Civil War

Norman: University of Oklahoma Press, 2023

Hardcover, pp. 319. ISBN 978-0-8061-9273-4

The framers of the United States Constitution and Declaration of Independence found the reality of their society at odds with the ideals they had expressed. The freedoms espoused were at loggerheads with the society in which they lived. Stephen Hyslop helps us appreciate their world and the challenges and threats they faced and believed they faced without judging them by modern standards. He provides a calm appreciation of men trying to form and hold a country together opposed by an existing worldwide society that held men as property and a source of wealth. With the inexorable expansion to the west, each new gain in territory placed new stress on the union. Hsylop provides us with an understanding of what actors were trying to accomplish and why as well as an appreciation of their missteps, misjudgments, and failures. These were men faced with hard choices doing evil to preserve the union and those who by well-intentioned effort did evil by bringing on disunion and Civil War. The author has absorbed and presented an overwhelming volume of information. This is a book that must be read by those seeking to understand antebellum United States and the roots of the Civil War.

Doug Hocking

MALLERY, JAMES

City of Vice: Transience and San Francisco's Urban History, 1848-1917

Lincoln: University of Nebraska Press, 2024 Hardcover, pp. 342, 6x9, 12 Photographs, 16 Illustrations, \$60.00.

ISBN 978-1-4962-30260-3

Working without the tools of sociology, writing the history of a city is difficult if one seeks to explain the why of growth and organization. The author draws inferences from newspaper editorials scattered over decades. Vice is defined as behavior that departs from the middle-class ideal of a family where an adult male supports a female and their children. Departures were despised, cordoned off, and controlled, leading to the distinct neighborhoods and divisions of the modern city. There is much here that is interesting deserving further study. Single sailors spending their pay fell into debt to boarding houses who contracted them to sea captains. The mechanism deserves further study. Prostitutes demonstrated against regulation protesting that this was the only way they could earn a living wage. Hobos were a mobile work force, while tramps did not seek work only life on the road, and bums were simply folks unwilling to work.

Doug Hocking

MENKING, CHRISTOPHER N..

Quartermasters of Conquest: The Mexican-American War and the Making of South Texas. 1846-1860

Norman: University of Oklahoma Press, 2025

Hardcover, pp. 224, Illus. 3 B/W, 5 Maps, 2 Tables.

ISBN 978-0-8061-9530-8

An exposition of the logistics of America's forgotten war is a topic that would bore most people. It requires a deep understanding of the division and organization of line and staff 19th century U.S. military, understanding of logistics and the challenges of the then monetary system of both the U.S. and Mexico, of seaborne, riverine, and landward transportations systems in the widely scattered theaters of war. Mexico lacking in ports, navigable rivers, and steel found itself with a medieval transport system that could not compete. The author provides us with interesting anecdotes marginally connected in spatially and temporally repeating as fact information not evidenced in the historical record. When quoting statistics historians are well advised to recall that correlation does not demonstrate causation.

Doug Hocking

MORGAN, BRANDON

Raid and Reconciliation: Pancho Villa, Modernization, and Violence in the U.S.-Mexico Borderlands

Lincoln: University of Nebraska Press, 2024 Hardcover, pp. 292, 6x9, 11 Photographs, 2 Illustrations, \$65.00.

ISBN 978-1-4962-3777-4

In 1916, bandit-general Pancho Villa's men crossed the border from Mexico to slay 18 Americans in Columbus, New Mexico. This was followed by General Pershing's Punitive Expedition. In 1961, the state legislature, in reconciliation, blessed the tiny, dying town with Pancho Villa State Park theoretically ending a century dominated by the dialectic of the violence inherent in the system. The Apache were dispossessed, and Mexican peasants moved onto the land practicing traditional land ownership. They lost their

living to modern versions of ownership leading to the revolutions of the 1890s to 1910s. Capitalist developers disappointed the people of Columbus with a failed railroad and agricultural schemes. Polygamous Mormons developed colonies in Chihuahua. Villa destroyed Colonia Diaz some of whose people fled to Columbus only to be attacked by Villa. While why Columbus and why the Mormon refugees remain unanswered, the book provides interesting insight to the history of the area and the Mexican Revolution in northern Mexico.

Doug Hocking

RUNNING IRON



A COMPILATION OF WESTERN SHORT STORIES AND POEMS

