

The Crown
Collection of Photographs
of American Maps

The Crown Collection of Photographs of American Maps

Selected and edited by

Archer Butler Hulbert

Associate Professor of American History, Marietta College;
Author of "Historic Highways of America," etc.

Series IV

5



Privately printed by
The Arthur H. Clark Company
Cleveland, Ohio

1920

The Crown Collection
of
American Maps

Series IV

The
American
Transcontinental
Trails

Edited

by

Archer Butler Hulbert

Professor of History and Director of
the Stewart Commission on Western History of
Colorado College.

Volume V.

The Santa Fe Trail
(Raton Mountain Route)

7108
912.7
H912c
Ser. 4
v. 5

921593

Contents.

	Page
Bibliography - - - - -	3, 4.
Note to Volume V - - - - -	5-7.
Key Maps, Santa Fe Trail - -	9, 10.
Santa Fe Trail in Kansas - -	11-35
"Cimarron Desert" Route in Kansas - -	32.
"Cimarron Desert" Route in Colorado, Oklahoma and New Mexico -	33.
Outline of "Desert" routes from Pacific Railway Surveys - -	34.
Santa Fe Trail in Colorado - -	36-44.
Santa Fe Trail in New Mexico - -	45-53.

Bibliography.

	<u>Date of Trip</u>
Abert, J. W. "Examination of New Mexico", H. Ex. Doc. 41, 30 Cong. 1 sess.	1846-7
Becknell, T. "Journals", Mo. Hist. Rev. IV.	1821-4
Bell, W. A. <u>New Tracks in N. America</u> , I.	1867
Brown, J. C. "Field Notes", 18 th Bien. Report, Kan. State Hist. Society,	1825-7
Connelley, W. E. <u>Doniphan's Expedition</u> ,	1846-7
Cooper, B. "Remin." Mo. Hist. Soc. Collic. II,	1821
Emory, W. H. "Notes of a Reconnoissance", H. Ex. Doc. 41, 30 Cong. 1 sess.	1846-7
Gregg, J. <u>Commerce of the Prairies</u> , E. W. T. XIX	1832+
Gunnison and Beckwith, P. R. R. Report, II,	
Heap, S. H., <u>Cent. Route To The Pacific</u> ,	1853
Hughes, J. T. <u>Diary</u> , see Connelley.	1846
Inman, H., <u>The Santa Fe Trail</u> *	
Long, S. H. "Expedition" (James, ed.) E. W. T.	1820
Magoffin, S. S. <u>Down the Santa Fe Trail</u> (Drumm, ed.)	1846

* To have cited this valuable, if discursive, volume on all possible occasions would have led to endless duplication. It should be examined for any topic of trail history. In the midst of exasperating wanderings facts of utmost value are sometimes introduced, none the less useful because out of place.

- Marcy, R. B. The Prairie Traveller.
- Pike, Z., Expeditions, (Coves, ed.) 1806.
- Ruxton, G. F. Adventures in Mexico. 1846-7
- Riley, B. "Report," Am. State Papers, IV 1829
- Sage, R. B. Mild Scenes, 1841-3
- Santa Fe Trail see Brown
- Storrs, A. "Trade Between Missouri and
Mexico," Hiles Register, Jan. 15, 1825 1825
- Willard, Dr. "Inland Trade With
Mexico," E. N. T. XVIII 1824-30
- Wetmore, A. "Diary," Mo. Hist. Rev. VIII. 1828
- Wislizenus, A. "Memoir," 30 Cong. 1 sess. 1846

Note to Volume V.

The Santa Fe Trail (Raton "Mountain" Route) is presented in this volume, with the Cimarron "Desert" route outlined on reduced scale.

As in previous volumes, our Bibliography presents only the more easily accessible works; in these most of the rarer books and local histories of actual value are mentioned. A few of the more important books relating to the old trail are also given. The editorial care bestowed upon their many studies by Elliot Coors and William E. Connelley are of particular value to students of Santa Fe Trail history; these are found under the references made to "Pike", "Hughes" and "Connelley." To the latter gentleman the editor is indebted for help in securing tracings of the original surveys of the trail in Kansas; but any

Errors are of the editor's own making. Of signal value in this study is the Santa Fe Trail, published in the Eighteenth Biennial Report of the Kansas State Historical Society, 1911-1912 (also as a separate); it contains a synopsis of the geography of the trail in Kansas by counties and also the "Field Notes" made by Joseph C. Brown of the U. S. Surveying Expedition of 1825-7. In studying the present route a number of local histories will be found of unusual value and should not be overlooked. Our bibliography gives contemporaneous accounts of voyageurs in every era of the trail's important years from Cooper in 1821 to Bell in the age of railway surveying. As in previous volumes, Early Western Travels is cited E. W. T. The index to that work should always be consulted on any topic of western transportation.

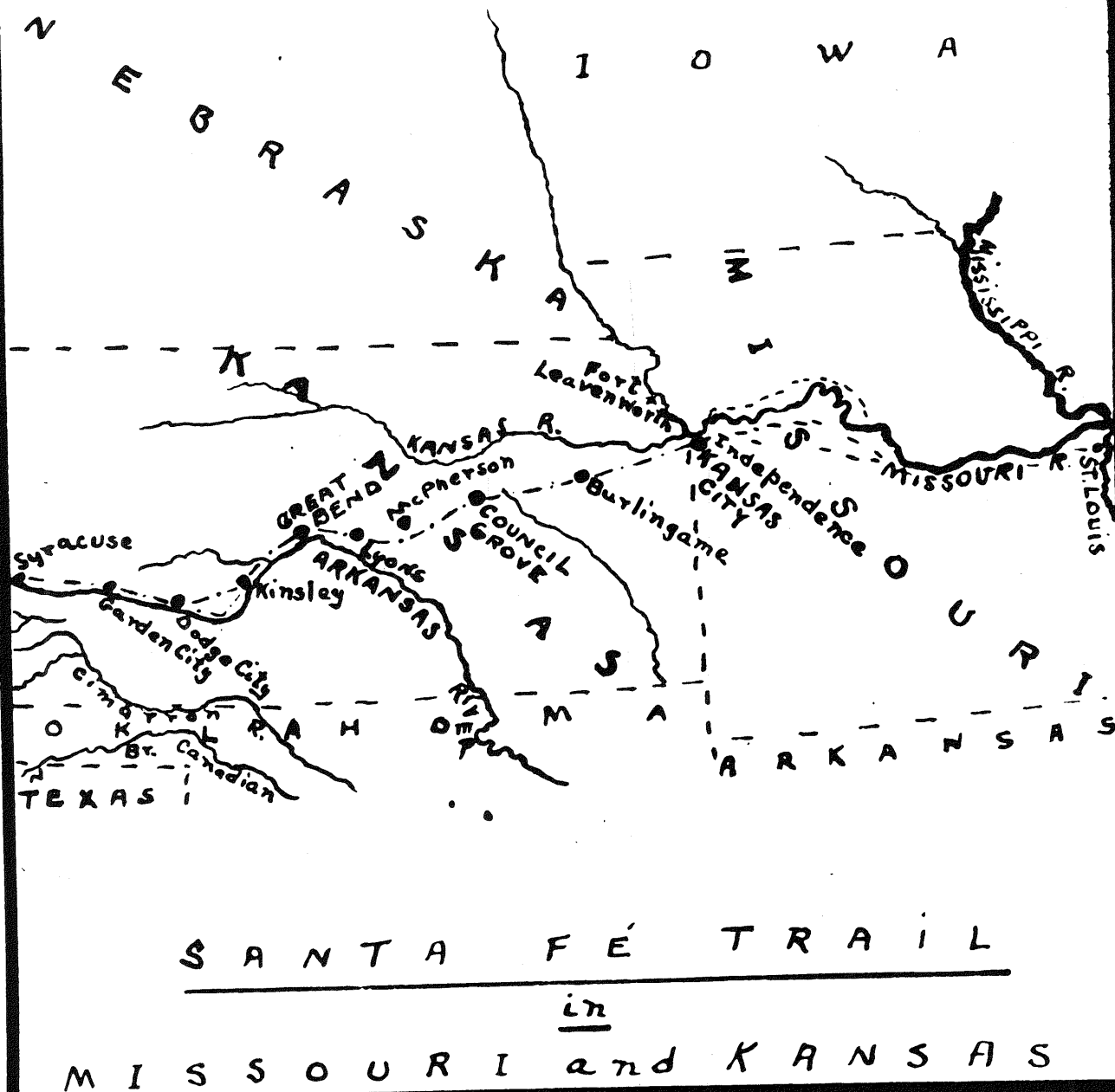
The present editor desires to add in this note to the final volume of Series IV — unless subscribers desire the addition of another volume — that by far the greatest satisfaction derived from

the work comes from the lively interest awakened in the accurate delineation of these old thoroughfares which has already made possible a revision of Volume I; the revision of Volume II is underway. Thus the work continues to advance toward a kind of perfection, at least; one which could not have even been approximated had not the initial attempt been made despite the consciousness of innumerable handicaps, especially those of ignorance (at the outset) of matters relating to surveying in general and of the confusing systems — and lack of systems — of State surveys. The list of persons to whom the editor is indebted for his education in this subject, and for aid in a thousand ways, is beyond calculation. Yet to them, and not to him, is credit for any success achieved due.

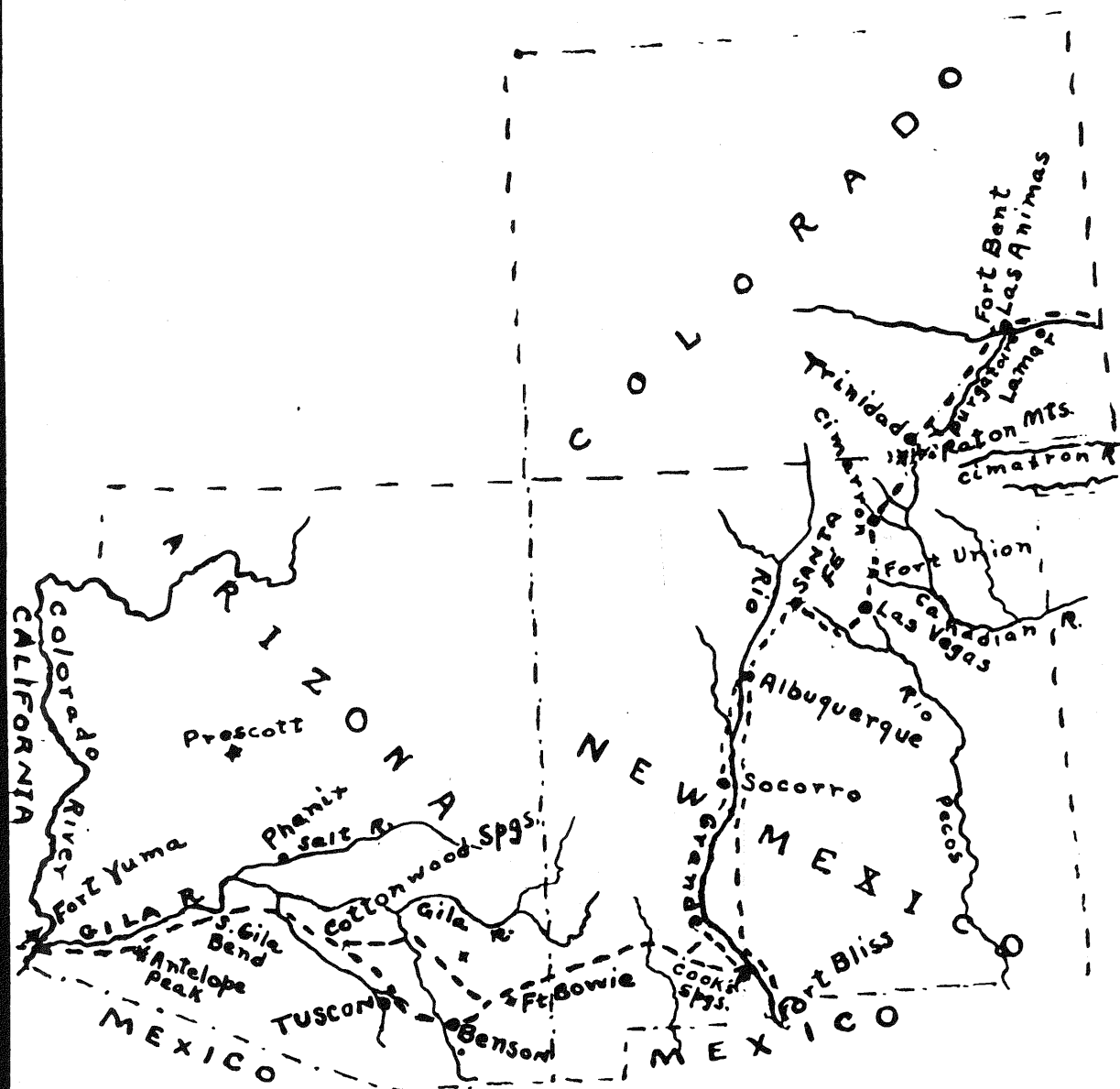
Archer B. Hulbert

Colorado College,
Colorado Springs, Colo.
January 26th 1927.

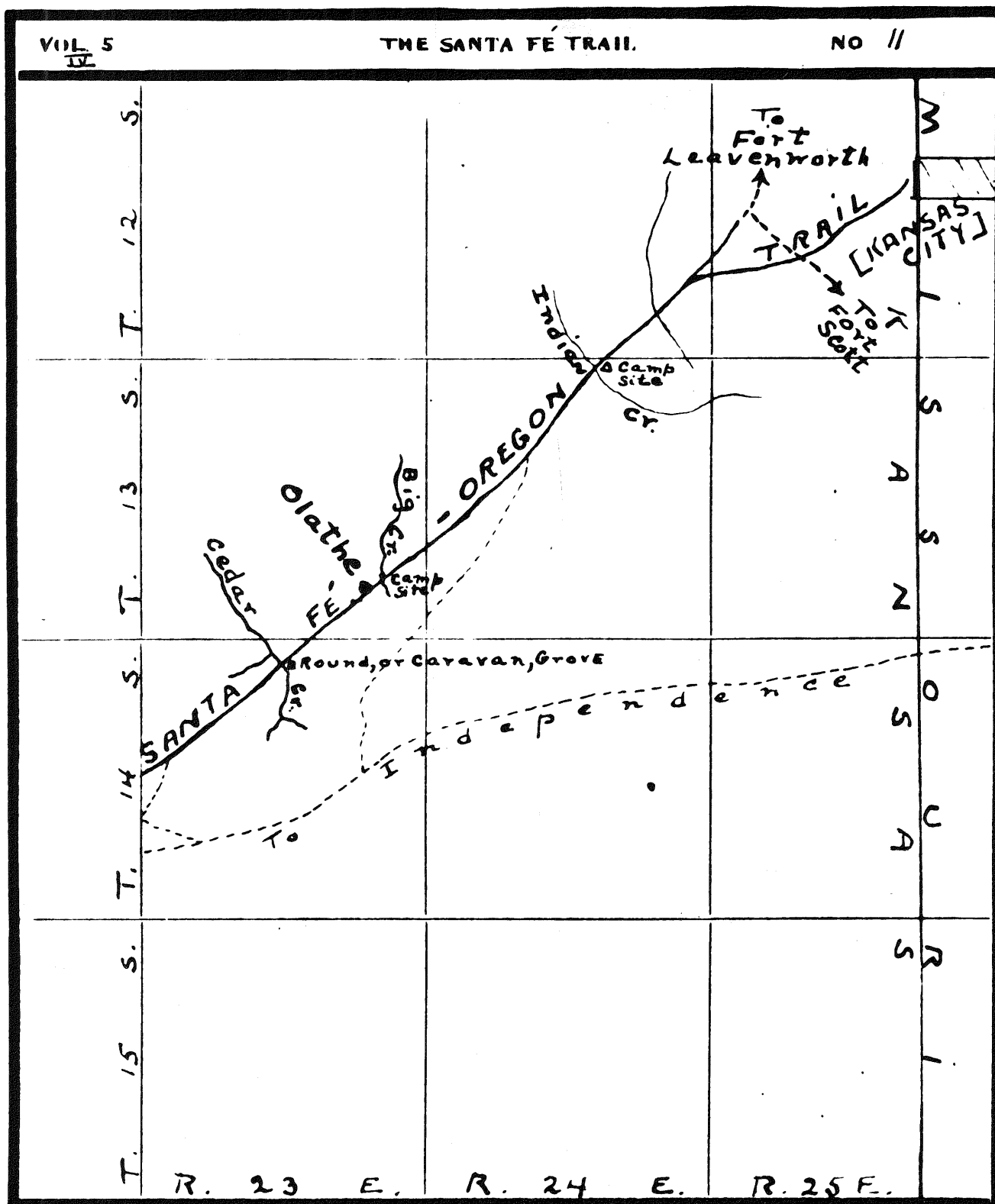
The Santa Fe Trail
Raton Mountain Route



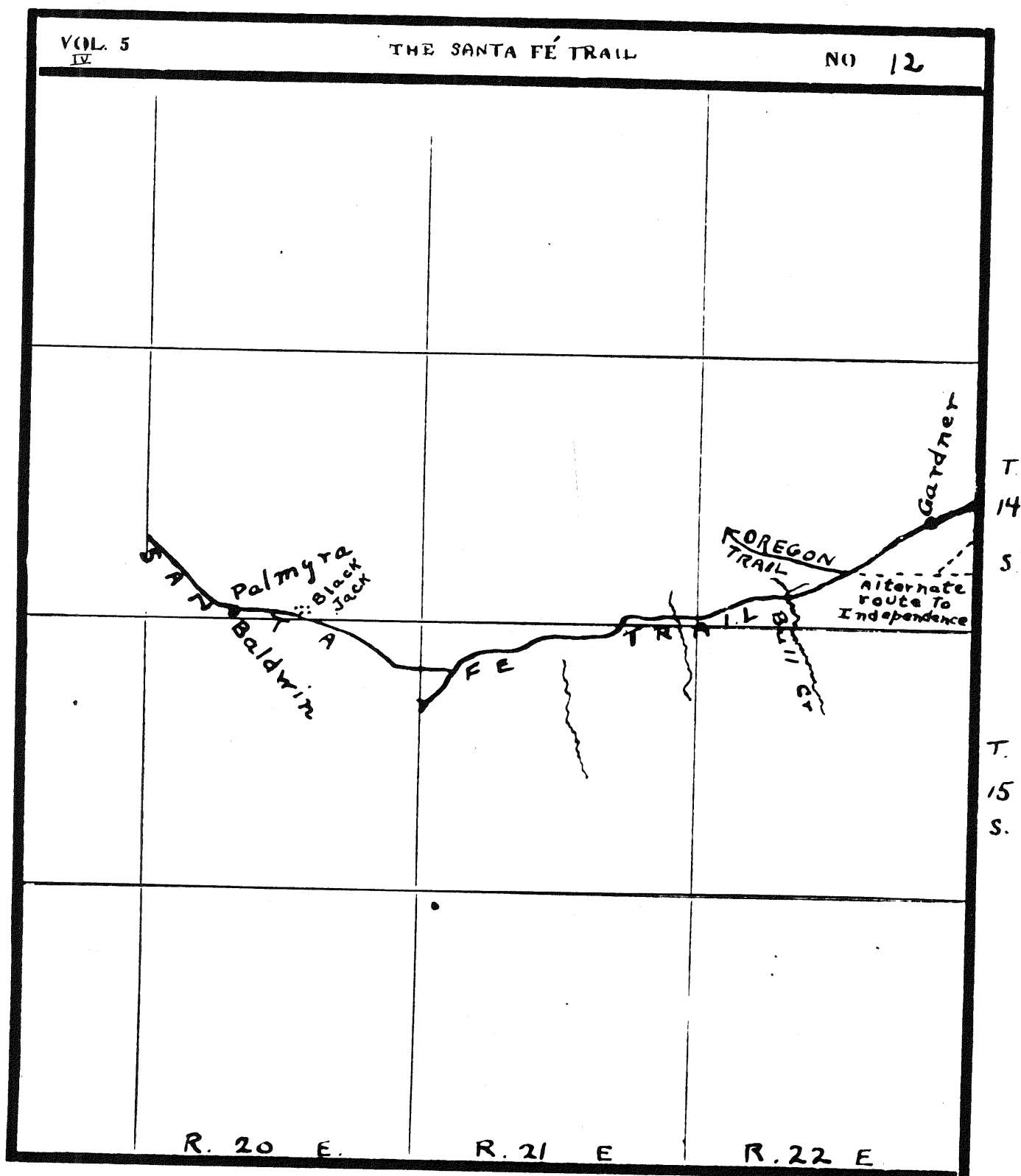
The earlier "Santa Fe Trails" from St. Louis and the frontier Missouri towns focused on the Kansas City region where, in common parlance, the main trail (marked - - - -) began. In the steamboat era, the hey-day of the trail, most caravans organized here, at Independence, Westport (Kansas City) and Fort Leavenworth.



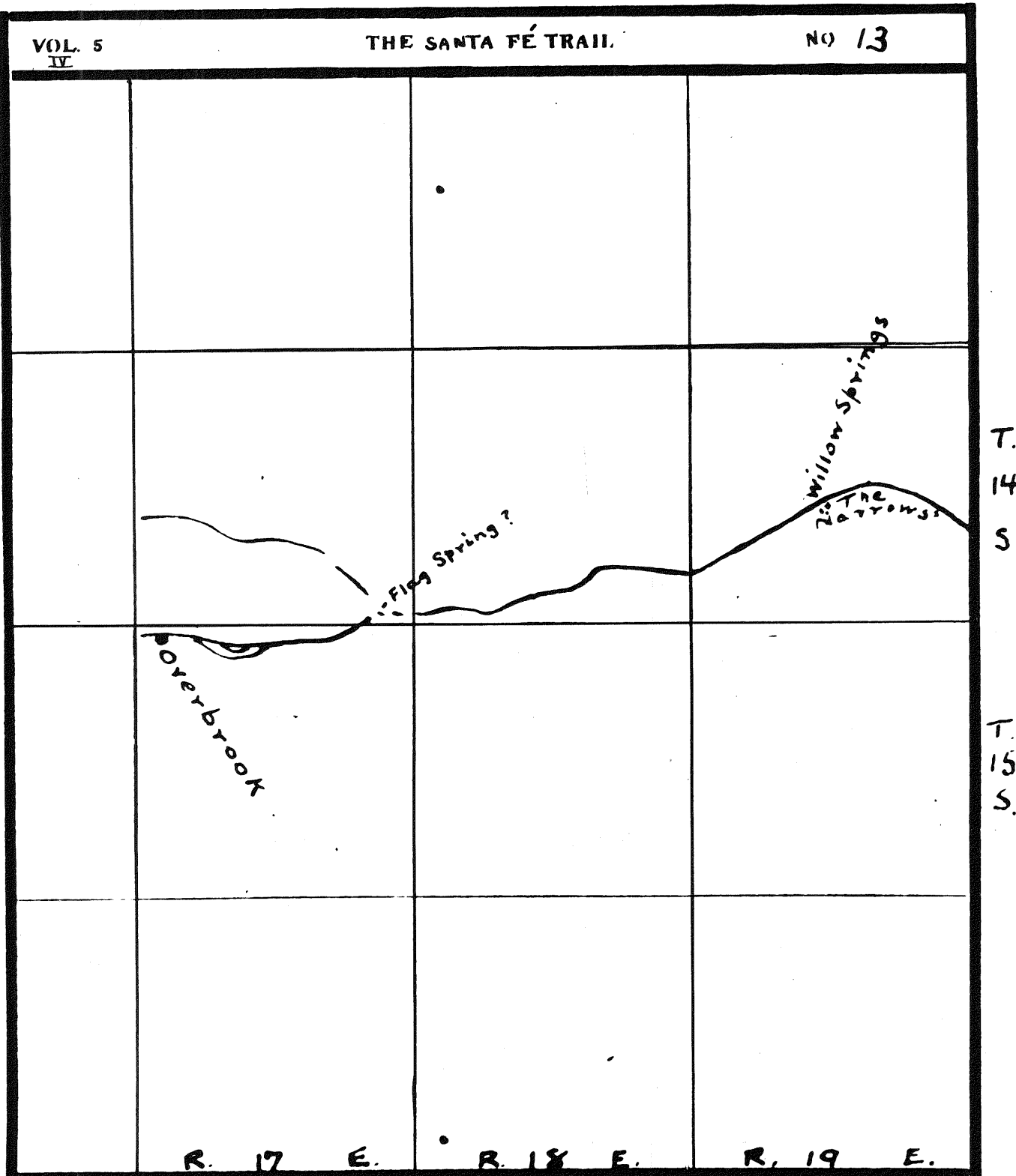
SANTA FE TRAIL in COLORADO and NEW MEXICO
showing extensions into Mexico and westward toward California.



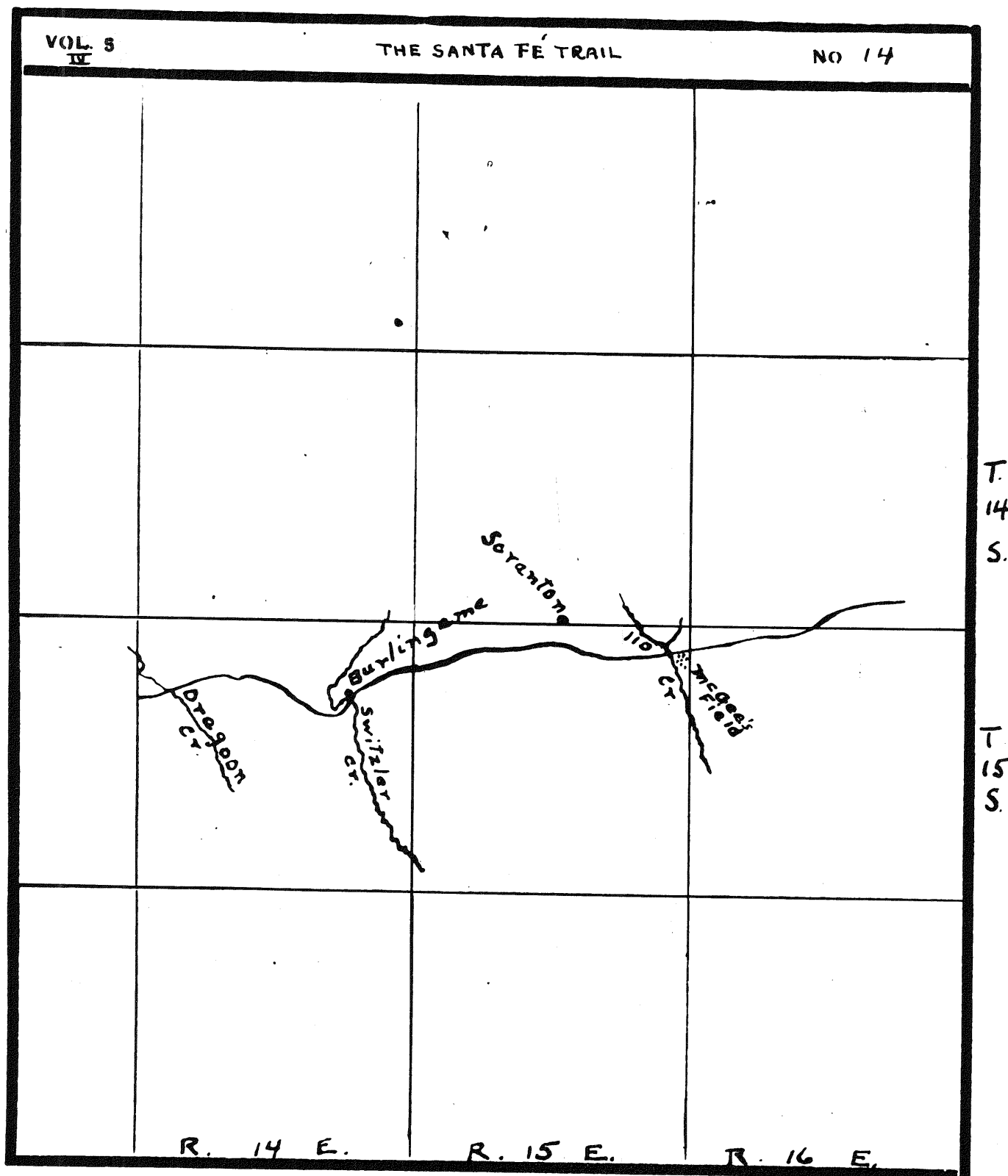
The famous rendezvous section of the Santa Fe - Oregon Trail, in the Olathe and Gardner neighborhoods in what is now Kansas, was described in our Vol. 1, Maps Nos. 3 and 4. Indian, Big and Cedar creeks were noted points where Santa Fe outfits assembled and organized for expeditions. Practically all annalists describe them fully.



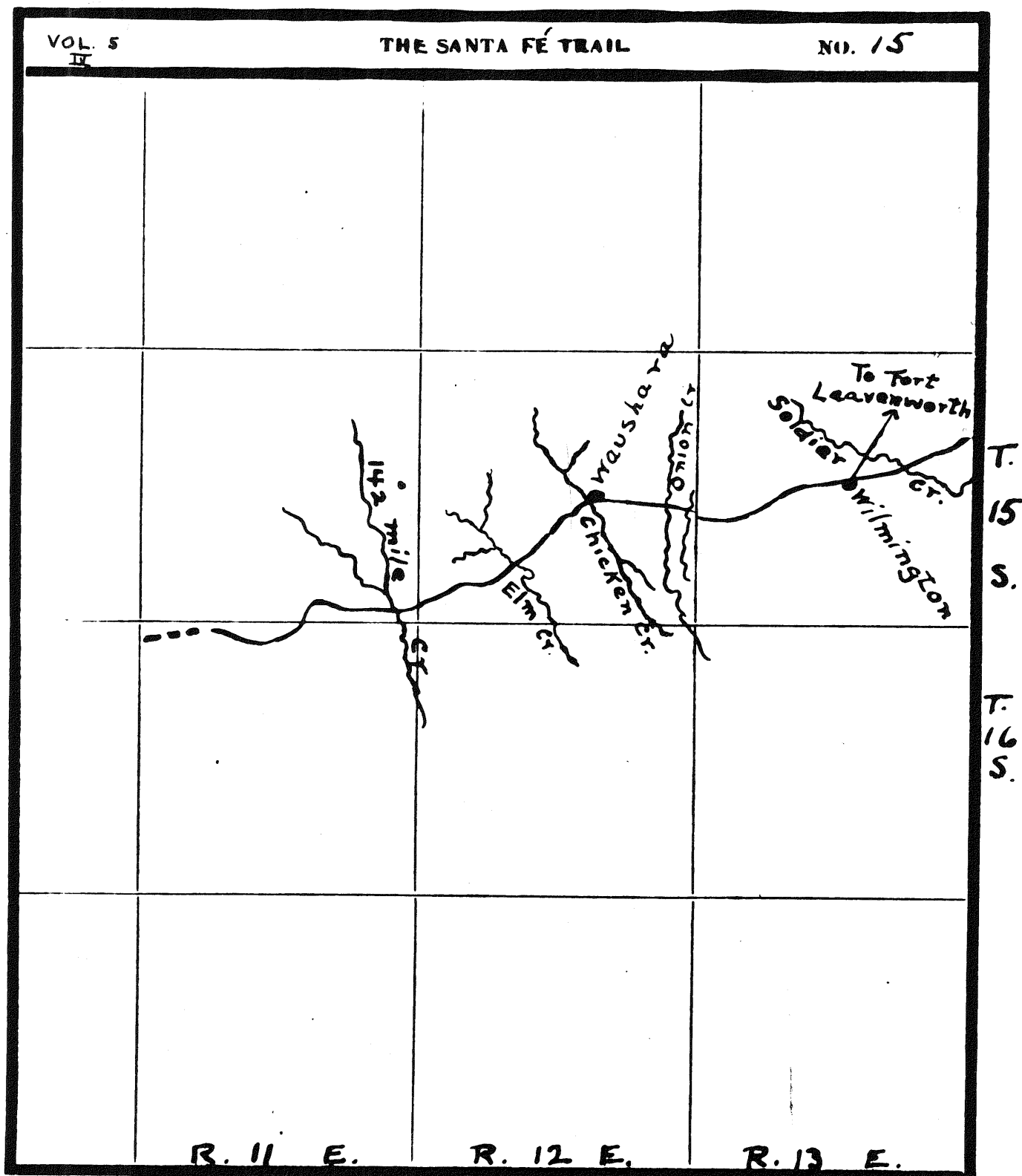
The Santa Fe track swings southwest from the point between Gardner and Bull Creek where the later Oregon Trail separated from it. The latter stream was, likewise, a well-known camp site; cf. Magoffin, 7; Gregg, 194. Black Jack Grove is mentioned by Hughes (143) but is inserted conjecturally. For old Palmyra see Santa Fe Trail, 6.



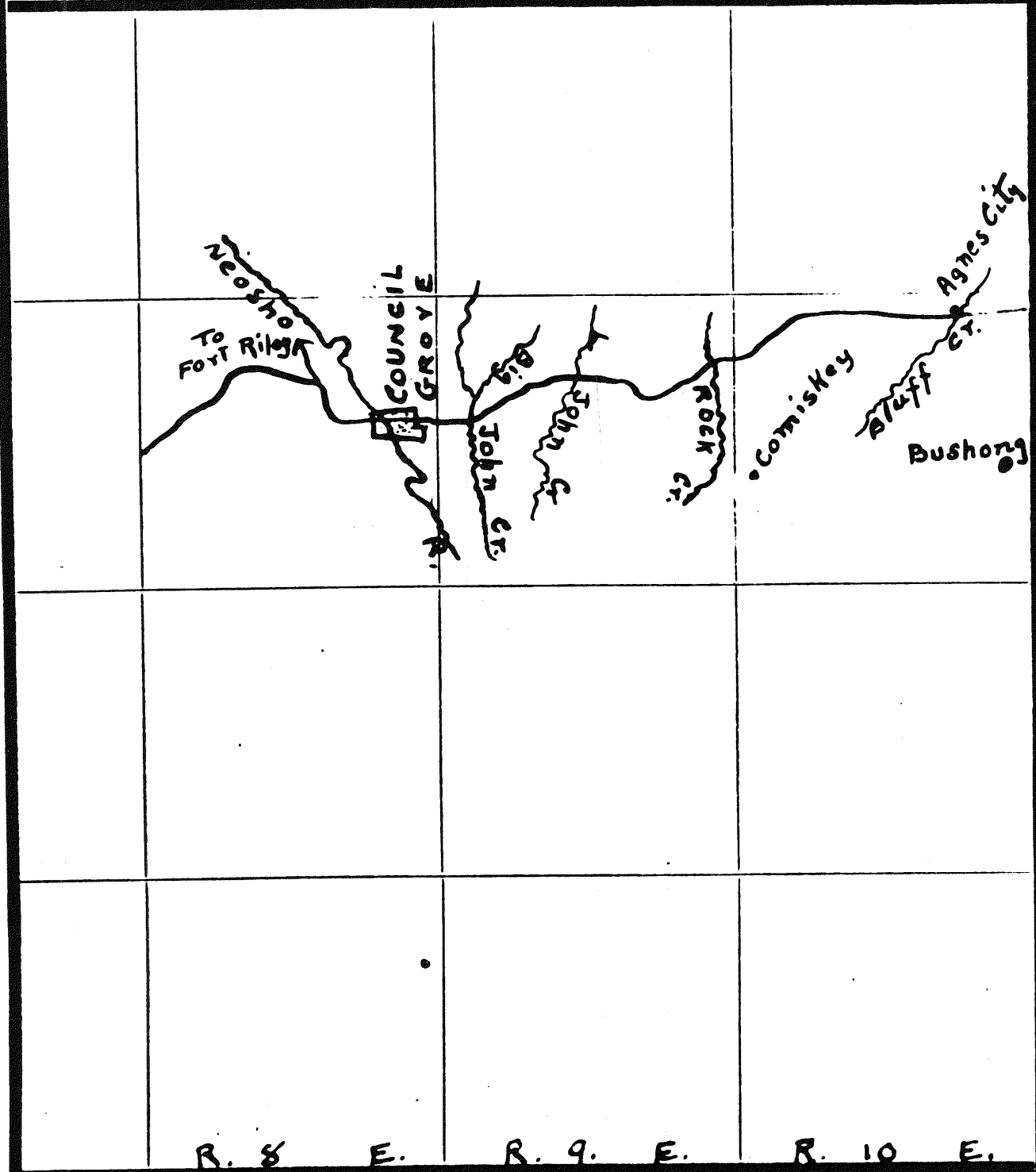
Beyond the present Baldwin (old Palmyra) the old route circled in an interesting way through the soft "quagmire" (Gregg, 195) region between the tributaries of the Kansas and Osage river drainages (Connelley, 633) known in the old days as "The Narrows" or "Wakarusa Point". Here Willow Springs was a well-known watering-place, the name being preserved by a church and school house today in Sec. 22 T. 14 R. 19. Cf. Hughes, 143.



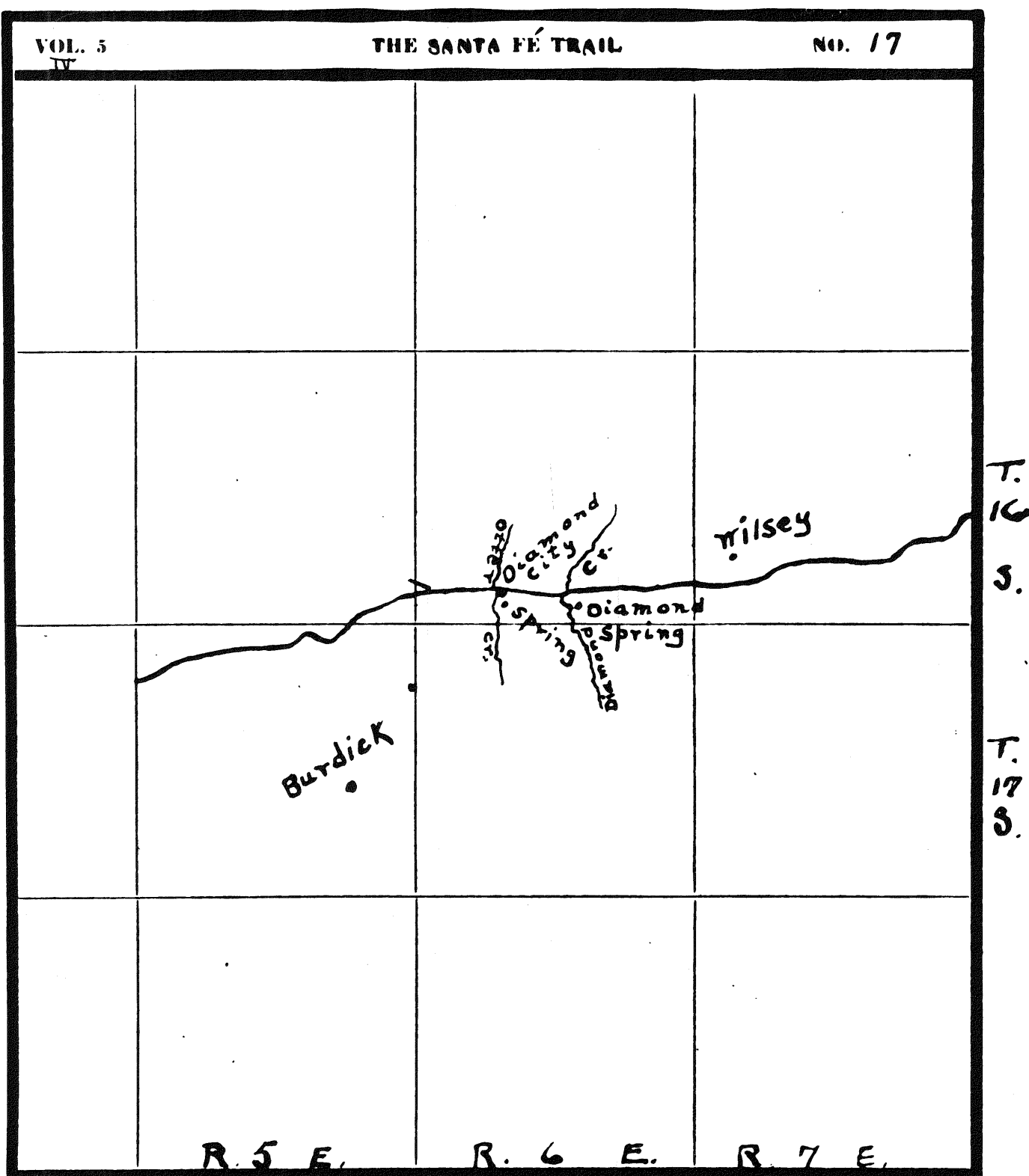
110 Mile (from Fort Osage according to some and from Fort Leavenworth according to Heap, 14) was known as "Oak Cr." To earliest travellers, just as Switzlers (Swissler's) was known as "Bridge Cr." and Dragoon as "Muscle". The changing nomenclature, from significant natural phenomena to names of individuals, forms a commentary on the developing of civilization. Cf. Brown, 13, with Heap, Magoffin, 10 and Cornelley 632-4.



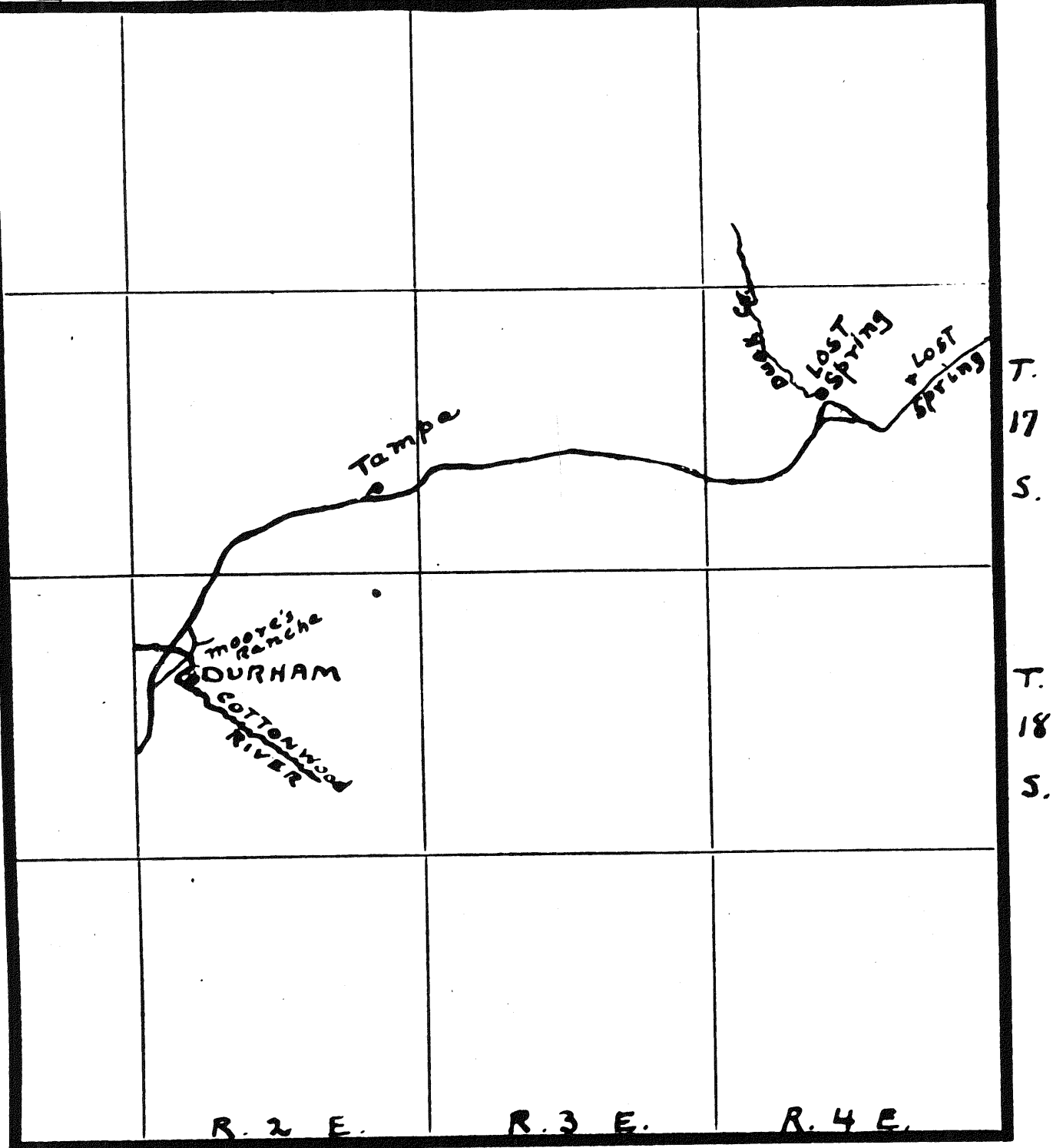
Soldier ("Second Dragoon") Onion, Chicken and 142 mile creeks formerly bore the names "Wagon", "Murder", "Willow" and "Elk". Pioneer clearings had extended by the middle of last century to near Onion Creek, a fact noticed by Abert (545) because hereabouts crows were supplanted by ravens. 142 mile was called "Pleasant Valley" by Wislizenus. Cf. Brown, 14; Connelley, 634.



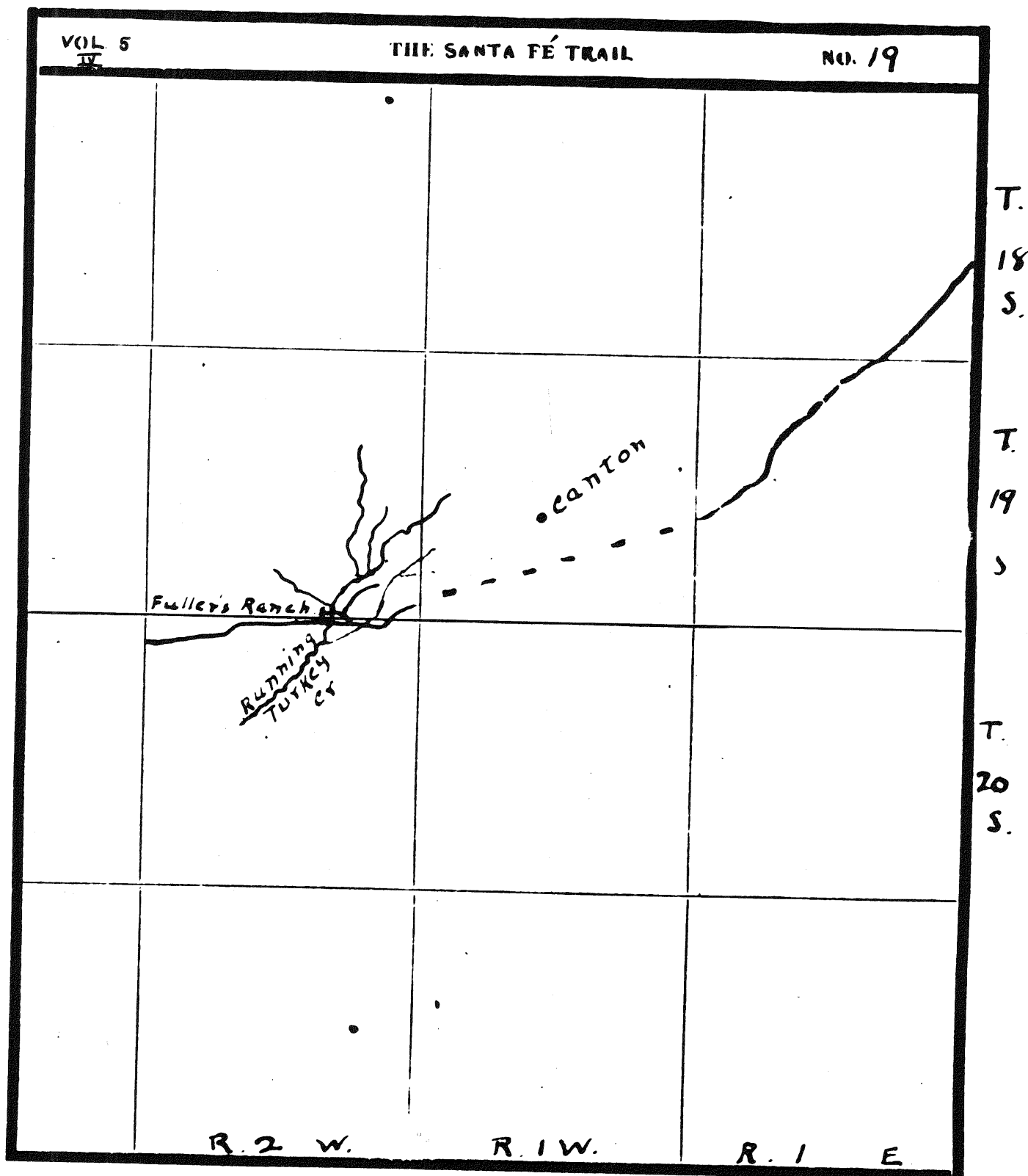
Every diarist, of course, mentions Council Grove, the most famous place on the old trail in Kansas where Meres Reers, Sibley and Mathers, in 1825, secured the Treaty which allowed caravans the right of passage through Osage land. The Grove, its size being given differently by Brown (14) Gregg (196) Hughes (156) and Magoffin (16), offered the last chance to procure hardwood for wagon axles etc. until the Raton Mountains were reached, Emory, 18 Cf. Long, 229.



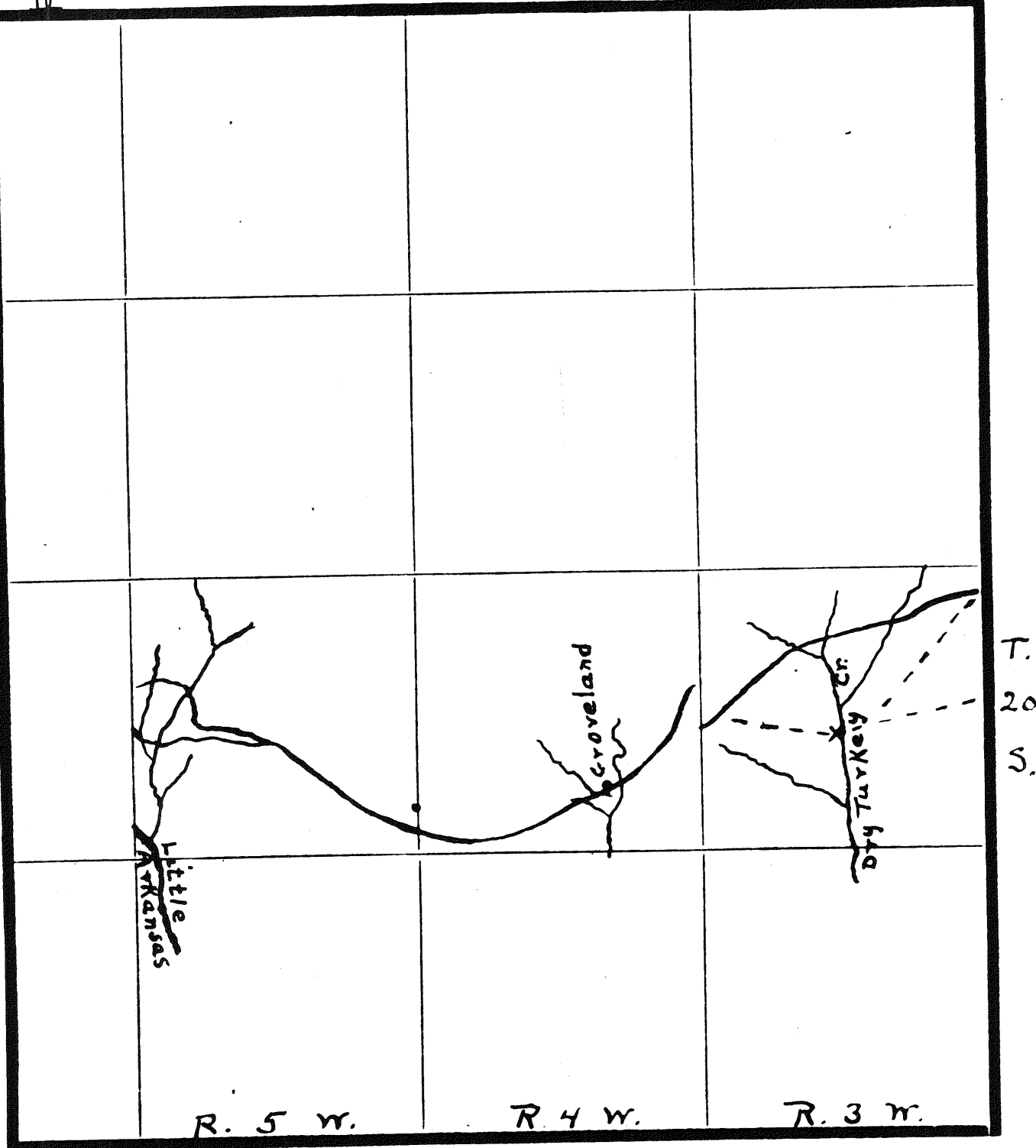
Exquisite "Diamond of the Plains", as Diamond Spring (S.W. $\frac{1}{4}$ of n.w. $\frac{1}{4}$ Sec. 34 T. 16 R. 6, not T. 17 as The Santa Fe Trail gives it) was named from the Old World "Diamond of the Desert", was "discovered" by "Old Ben" Jones of the Sibley party, Aug. 11, 1825 and the name carved on an elm tree. "Otter Creek" (the present Diamond Cr.) lay "3 chains west of this Spring" — Brown, 14. Cf. Hughes, 157; Hatmore, 186; Magoffin, 21.



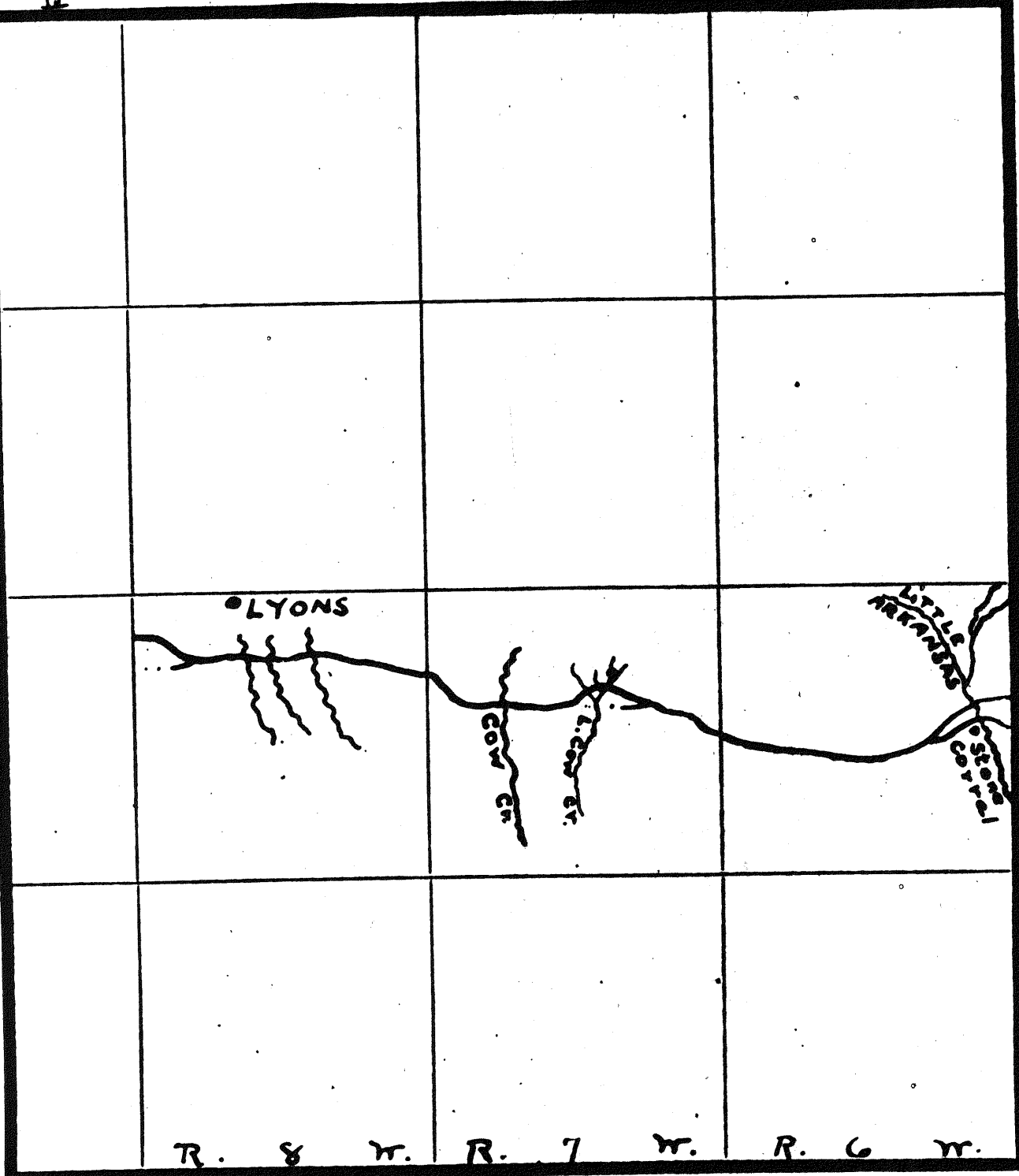
The Cottonwood was well named, as here was the first showing of that wood on the westward journey, Pike, 401. Altho poor as fire wood, the inner bark of the tree was resorted to for food by famishing travellers, Storrs, 316. The crossing at present Durham was often dangerous; in one case eleven yoke of oxen could not move one mired freighter, Magoffin, 27. Cf. Brown, 15; Gregg, 204. For Lost Spring, Santa Fe Trail, 7; Brown, 15; Wetmore, 186.



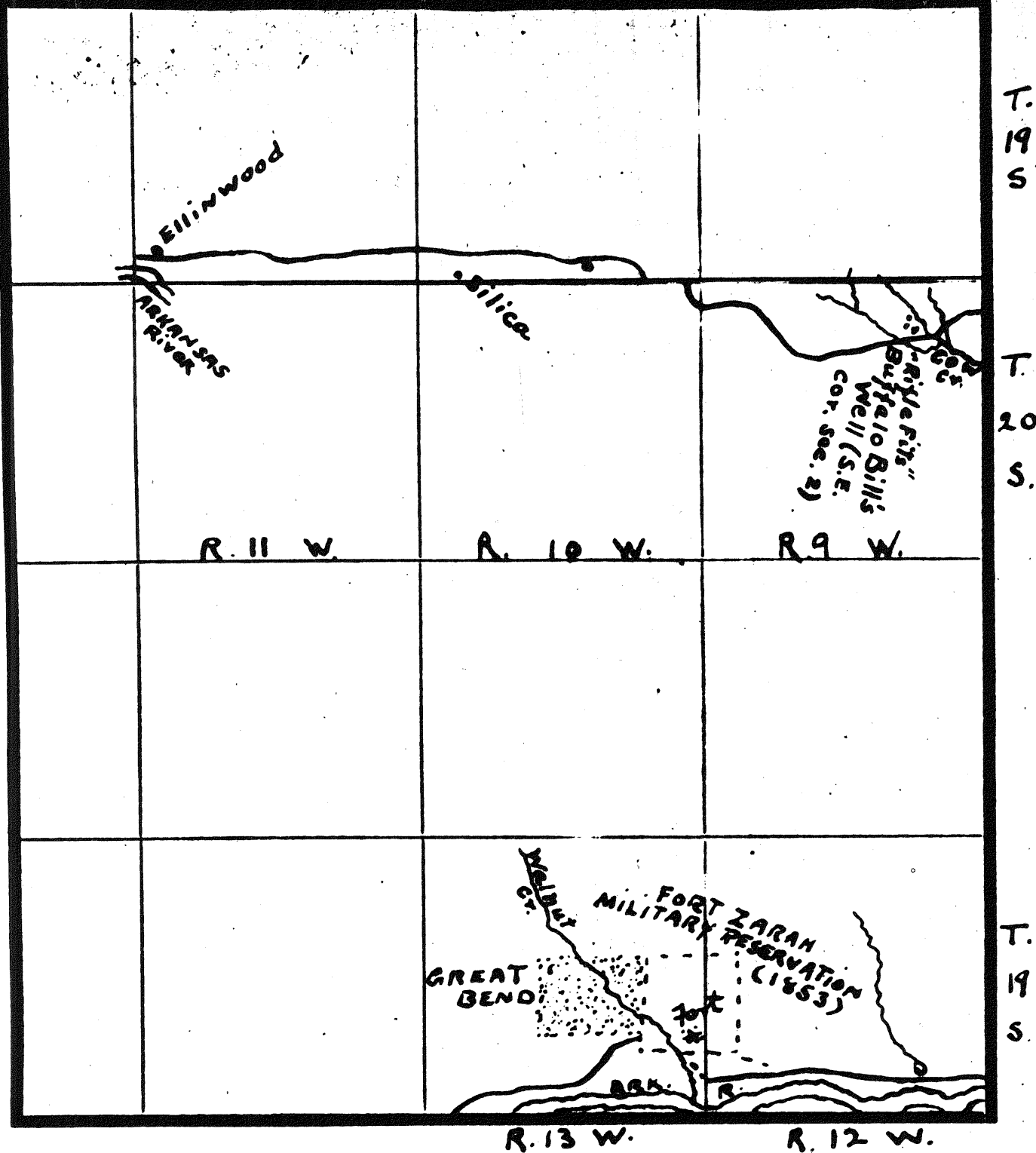
As the section about Canton and Running Turkey Cr. was reached Pike, in 1806, encountered buffalo (401), and the men of 1825 did likewise; Gregg, 205. The utter absence of trees beyond the Cottonwood (Metmore, 187), and the first appearance of the "Salt Plains," indicated to the traveller that he was entering a new country. Cf. Hughes, 158. Here buffalo "chips" provided fuel.



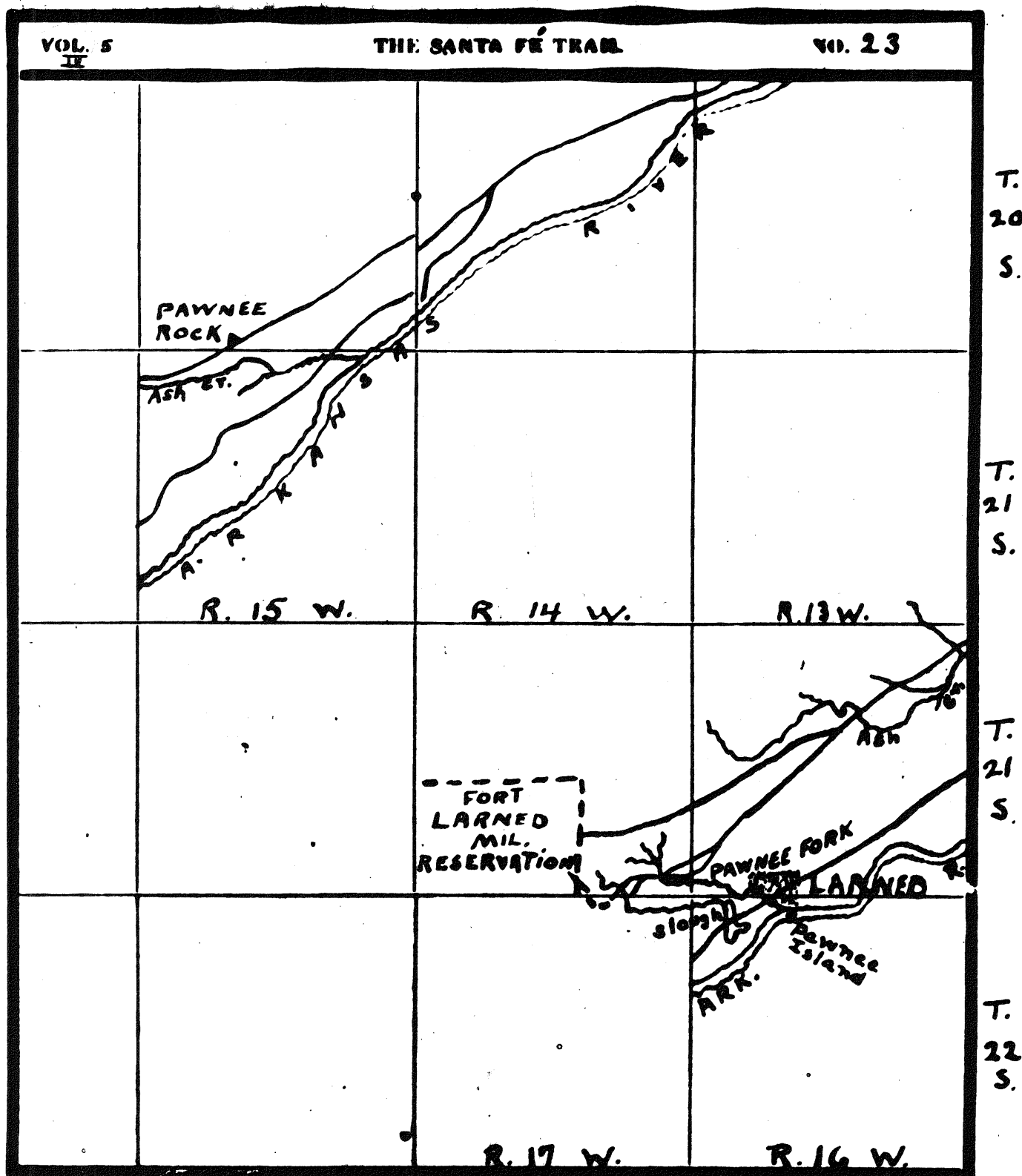
On Dry Turkey, the "Sora Kansas" of pioneer days (Brown, 15), the U. S. Commissioners of 1825 met the Kansas tribe in Council Aug. 16, 1825. The trail as marked (with mounds of earth) by that party lay to the south of the later main-travelled route. We indicate, roughly, with a cross, the site of the monument erected in Sec. 21 in commemoration of that treaty. Cf. The Santa Fe Trail, 8.



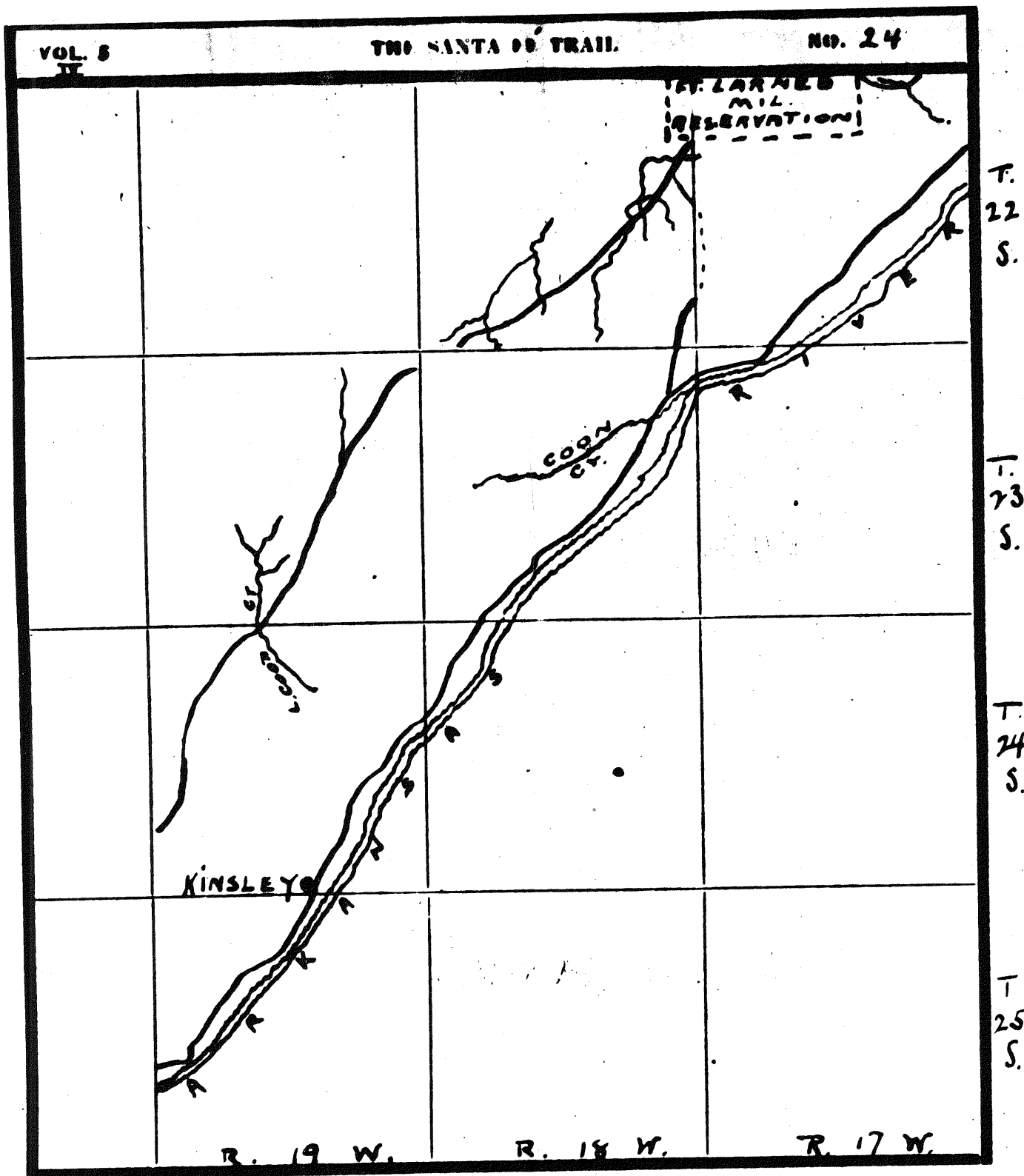
In dry weather the Little Arkansas did not live up to its imposing name (Gregg, 207) but its mosquitoes never failed in that respect, Hughes, 159; Magoffin, 33-34. Exceedingly steep banks made the crossing, though ever, a difficult one (Gregg, 207). No data is at hand to explain the "Stone Corral" noted in early surveys. The well-known Cow creek east of Lyons marked (in wet weather) a treacherous section of trail: Long, 237; Whitmore, 188.



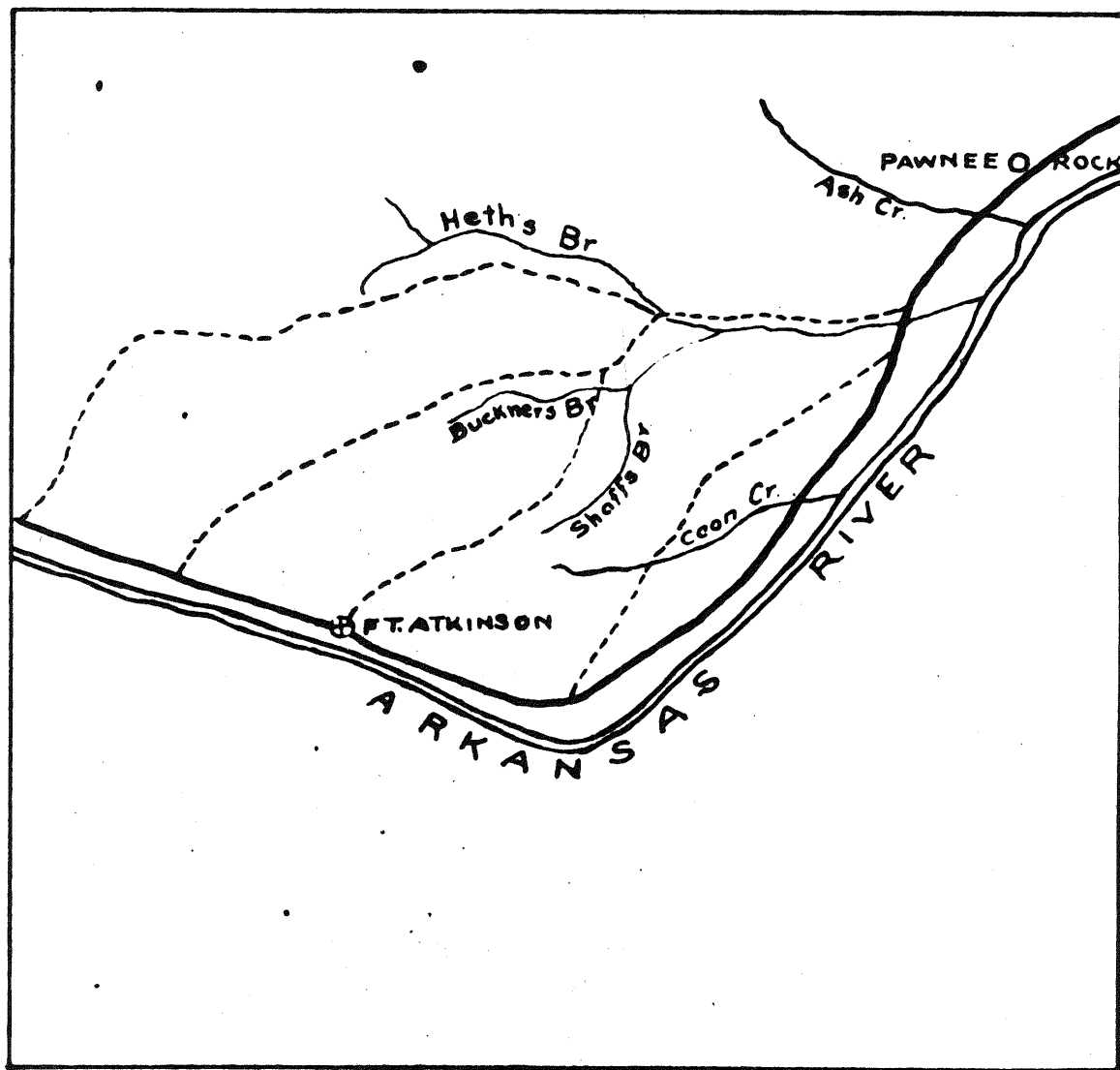
As the famous Great Bend of the Arkansas was neared, the short grass region was entered which Brown (17) said "bounds the burnings of the prairies". Here (but not lower) the Arkansas water was potable, Willard, 335. For Fort Zarah and Great Bend with its walnut grove ("Pit Grove", Brown, 16 - why so-called?) see Hughes, 161; Brown, 15-16; Long, 229-230; Pike, 425; Santa Fe Trail, 8; Connelley, 632, 635; Inman, 433-5.



Famous Pawnee Rock (first known as "Painted Rock", Pike, 433) was a landmark on Ash (or "Crooked", Brown, 16) Creek about which many legends accumulated; the enterprise of settlers and railway builders destroyed it: Gregg, 221; Hughes, 162; Magoffin, 40-46. Pawnee Fork (or Demun's Creek, Long, 227) was sometimes difficult of passage, Pike, 429; Hughes, 167; Inman, 403.

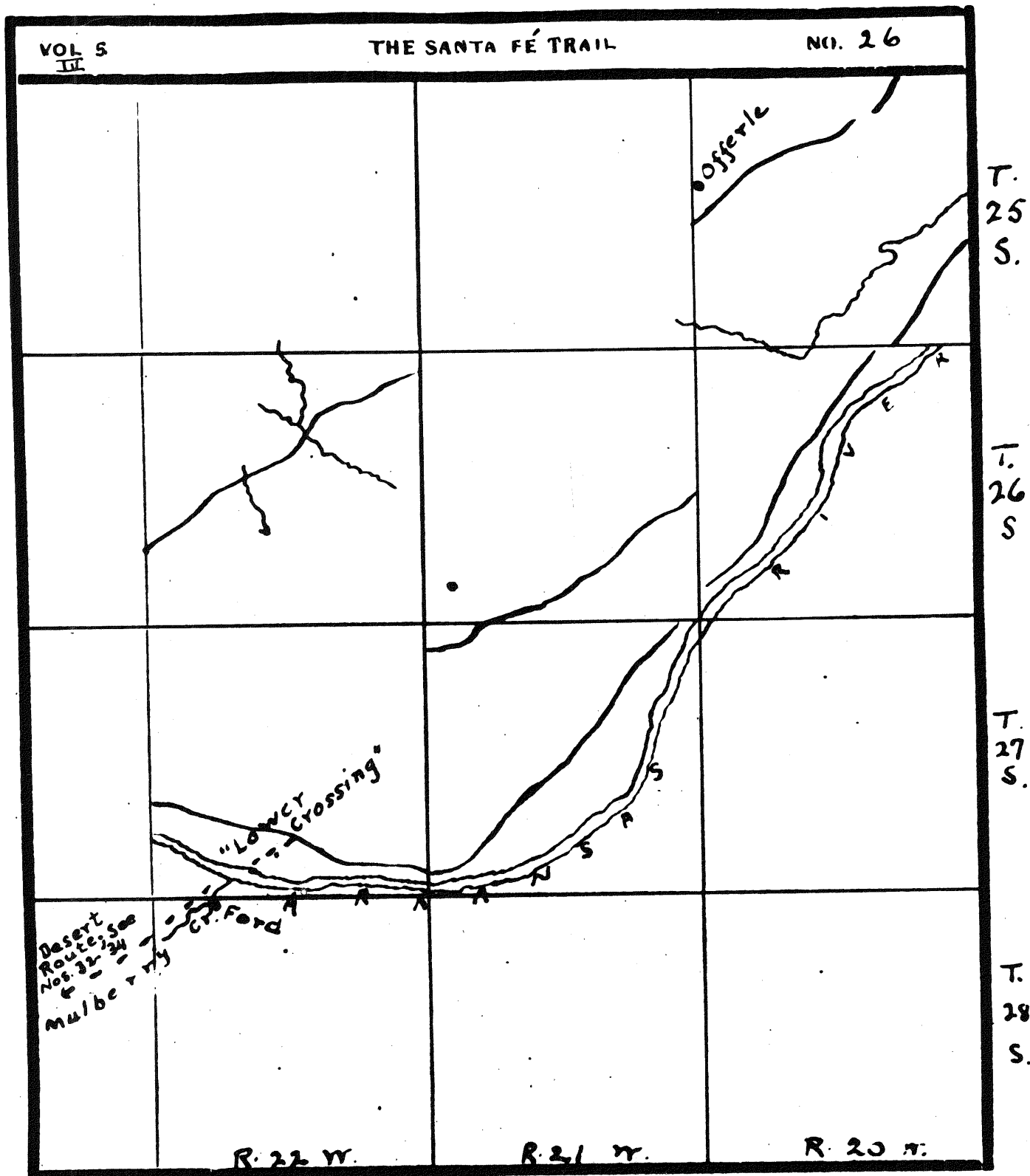


Four miles from Pawnee Rock (Gunnison and Beckwith, 24) the old trail divided. A shorter "Dry Route" cut across overland in three branches (see insert following); the longer road followed the river. This was the earliest used road: Pike, 434; Brown, 16. At different periods each was the "main" trail, as will be seen by comparing Hughes, 168; Pike, 433 and Magoffin, 48.

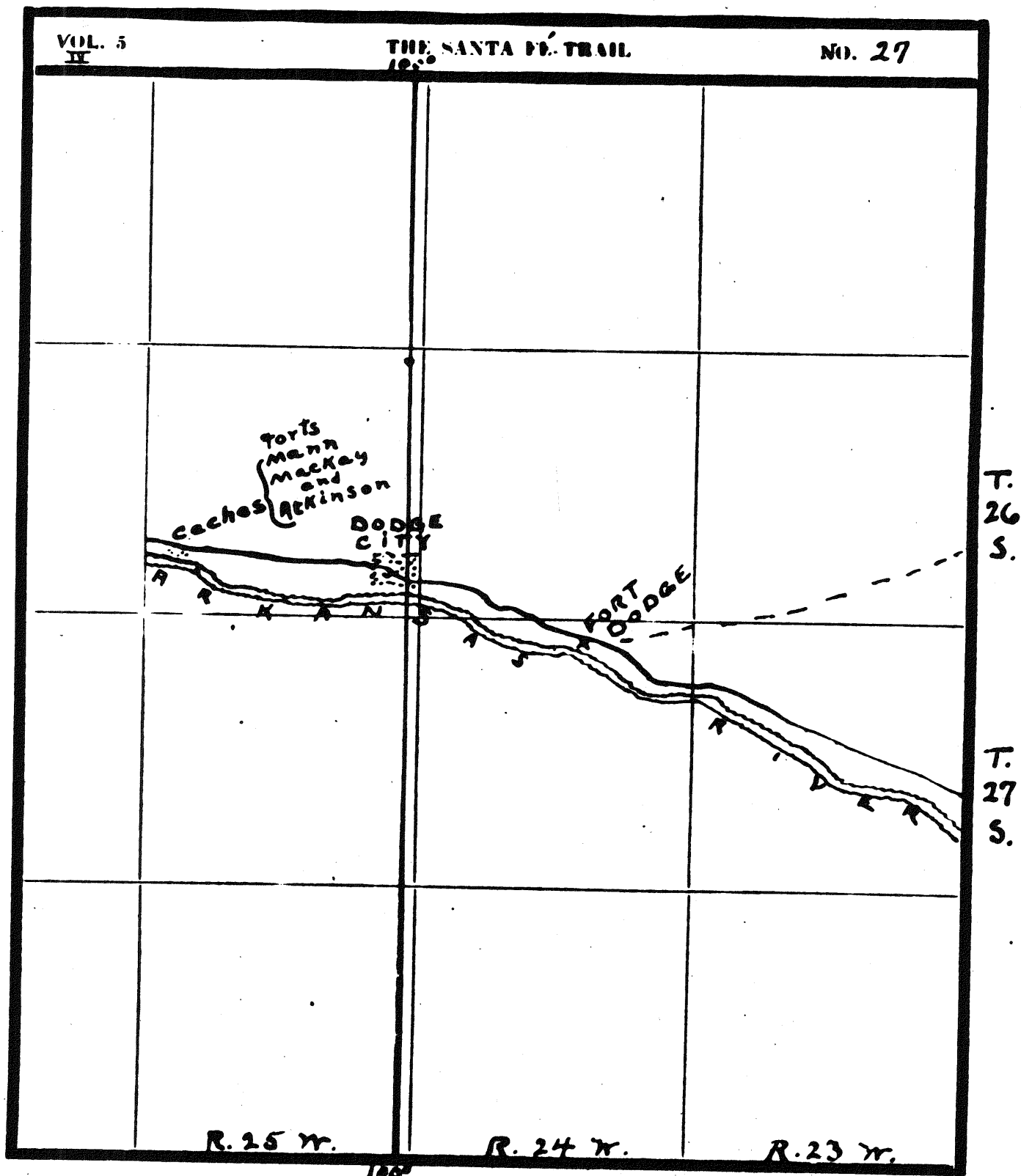


[INSERT]

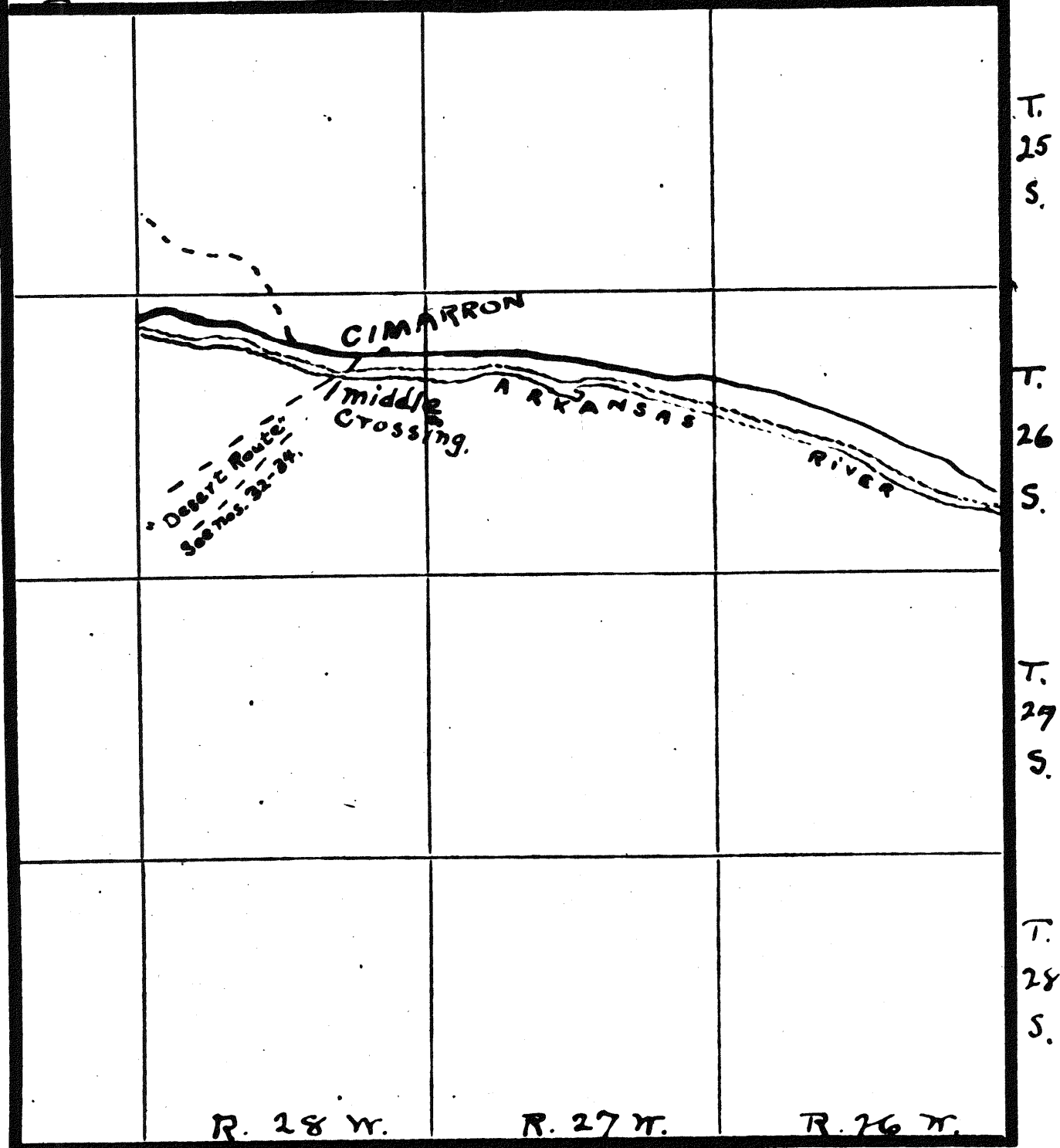
Enlarged, Three-fold, from the Pacific Railway
Surveys, V, made by U. S. Topographical
 Engineers under Maj. Emory (g.v.) in 1854
 showing branches of the old trail west of
 Pawnee Rock and proposed railway routes by
 Heth's, Buckner's and Shaff's branches toward
 Forts Atkinson and Dodge.



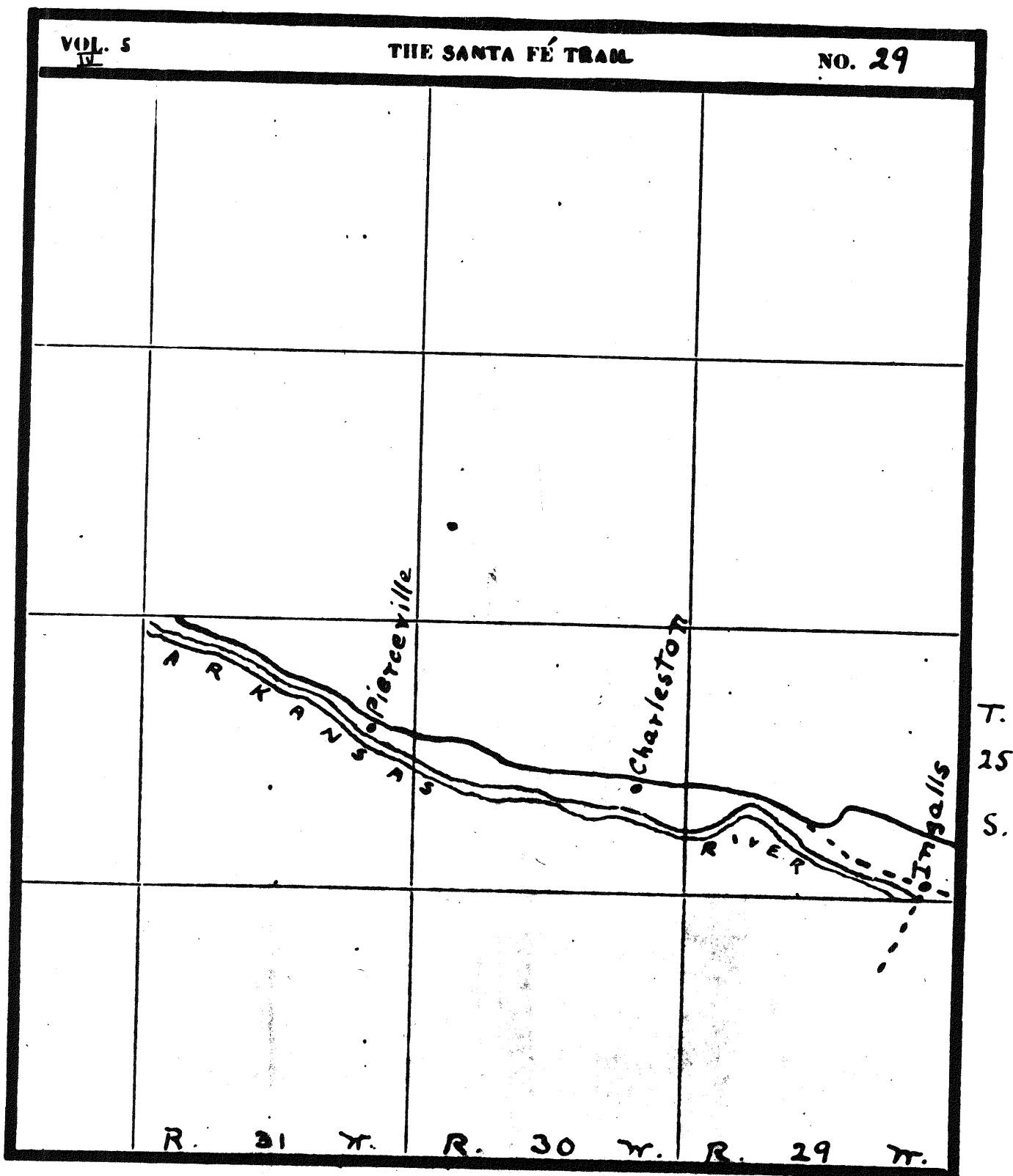
Fragments of the "cut-off" routes, which we have not attempted to connect up, show on the first surveys of Ranges 20, 21 and 22. Near Ford, at the mouth of Mulberry Cr., the first branch of the Santa Fe Trail to cross the Arkansas and pursue the "Cimarron Desert" route toward Santa Fe turned off from the (Raton) "Mountain" route which we are following. It was dangerous in dry weather: Brown, 16.



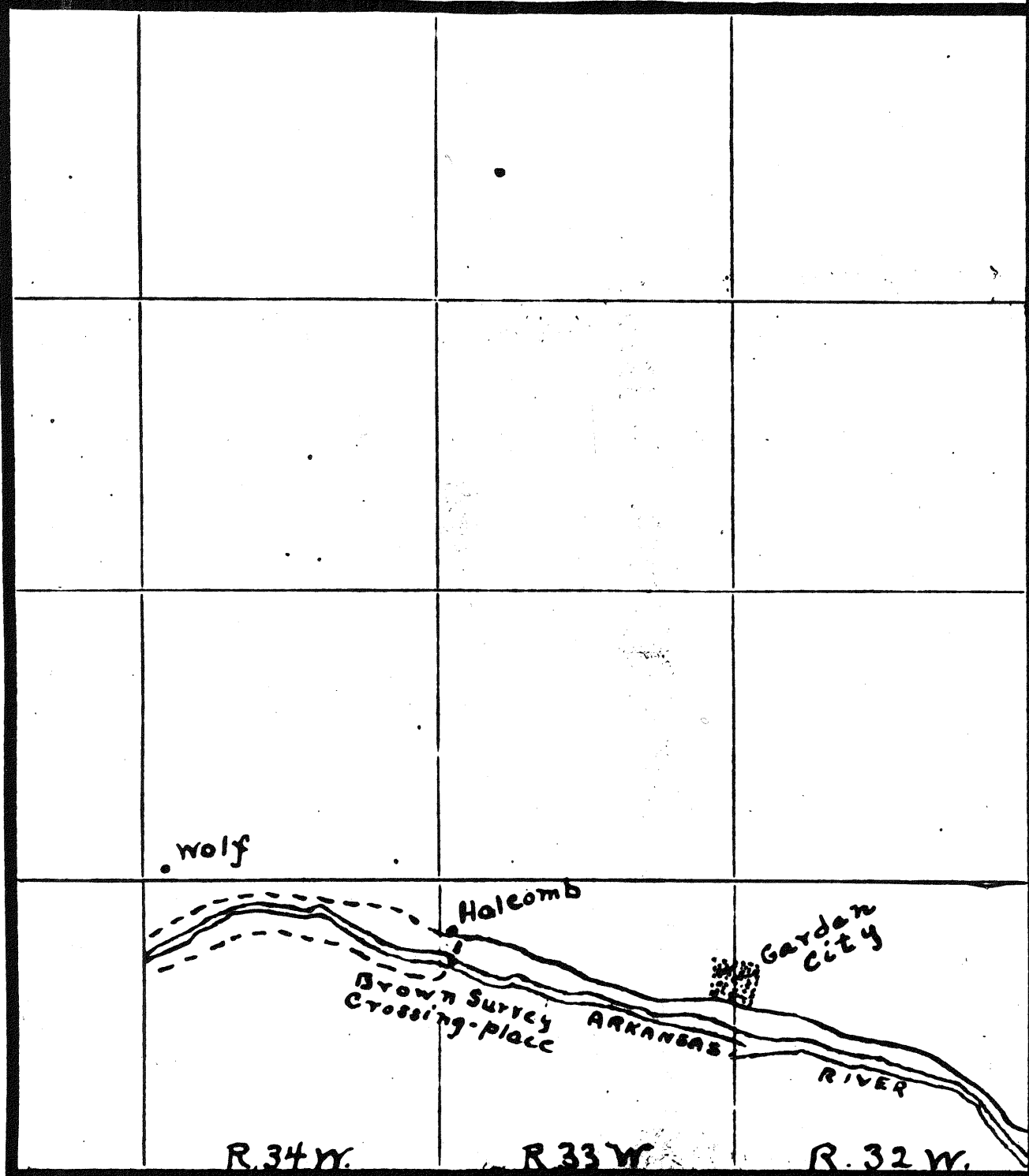
In early trail history "The Caches", five miles to the westward, were as famous as Dodge City became in the days of the cattle drives. There were pits dug by the early Santa Fe traders, Beard and Chambers, in 1822 in which to cache goods for the winter. Here arose in succession Forts Mann (1845) Mackay and Atkinson on practically the same site. Another "desert" trail turned south here toward the Cimarron taking a S. $71\frac{3}{4}$ W. 71 direction. It



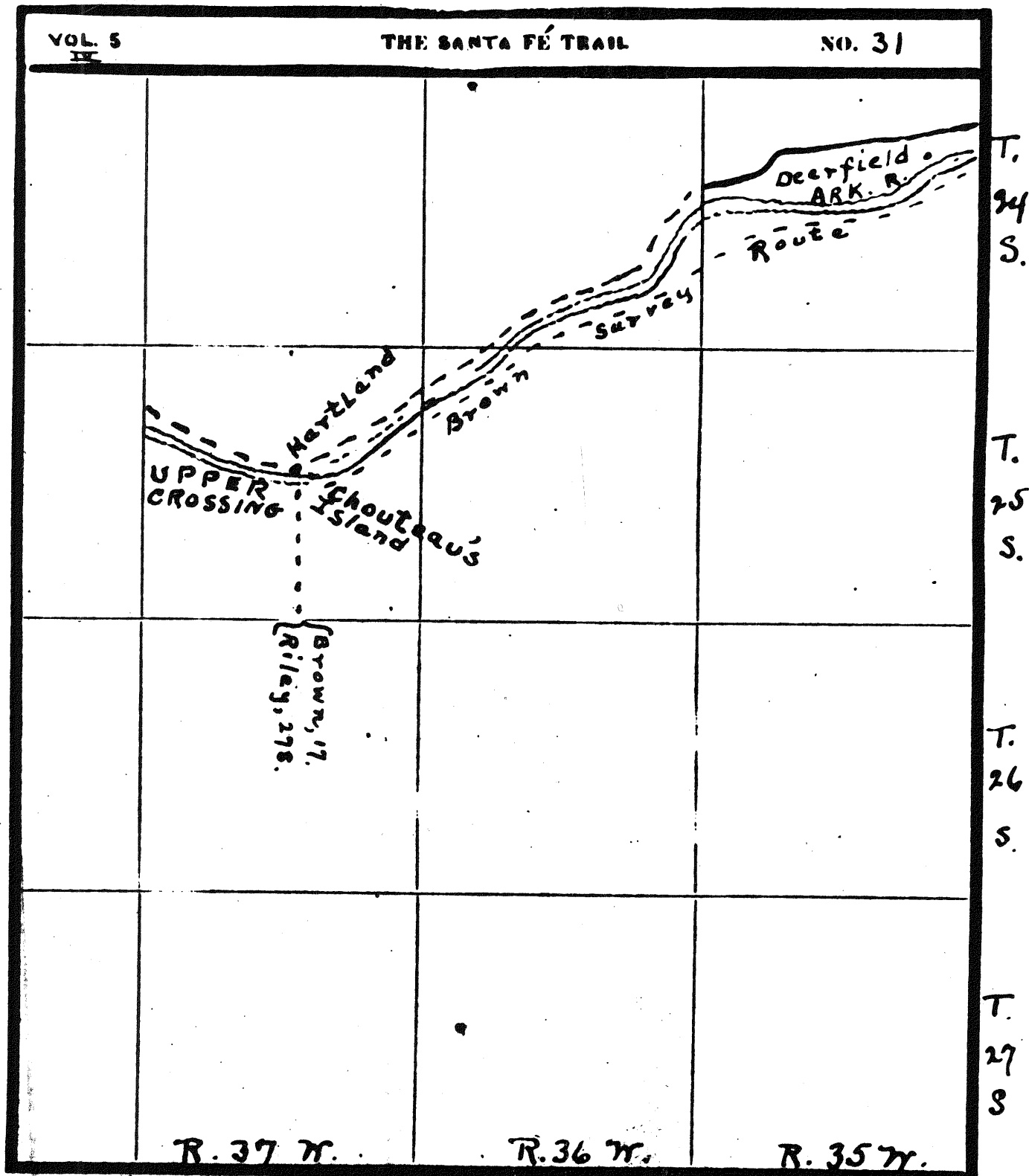
converged with the Mulberry Cr. route from "Lower Crossing" (Map No. 26), and main "desert" route from "Middle Crossing" (above), on Wagon Bed Springs on the Cimarron River. The crossing here at Cimarron, Kan. became a landmark in peace and war; here, for instance, government annuities were paid over to the Indian tribes; *Hist. Ark. Valley*, 833. The routes of the "desert" trails have received little attention altho of superlative importance as early lines of travel.



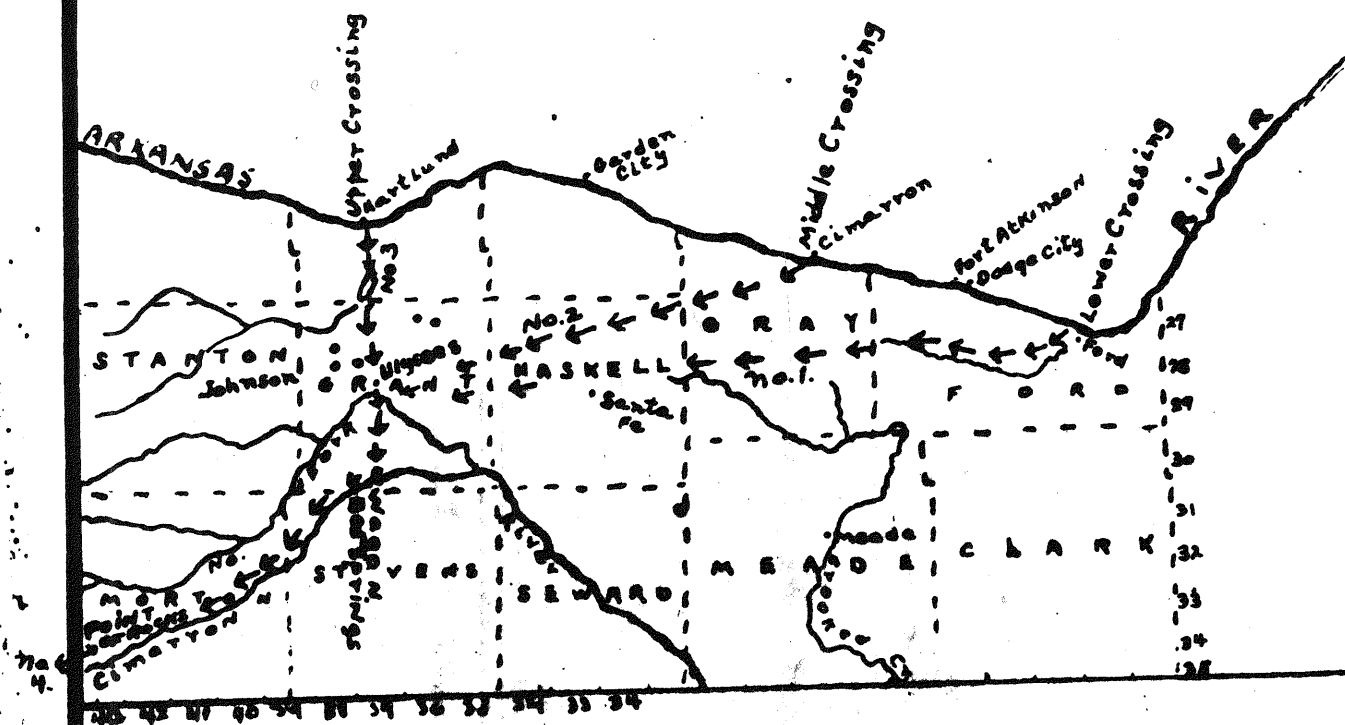
Another crossing of the Arkansas was sometimes effected near Ingalls, but of the track from thence southward to the Cimarron nothing of reliable nature has been discovered by the editor as yet. As the barren stretches of the upper Arkansas were reached old-time journals also become colorless - save as in summer travellers note the appearance of the Prairie Pink or Yampa from which, upon drying it, Indians made bread; Hughes, 172.



Near six miles above present-day Garden City the original Brown survey of the trail chose to effect a crossing (Holcomb) and follow the southern shore to Chortear's Island. The precedent for this must have been strong, but no authorities mention it. Brown's Notes give it as follows "At this place there are no banks on either side to hinder waggon.... the [river] bed is altogether sand and it is unsafe to stand long on one place with a wagon or it may sink" 17.



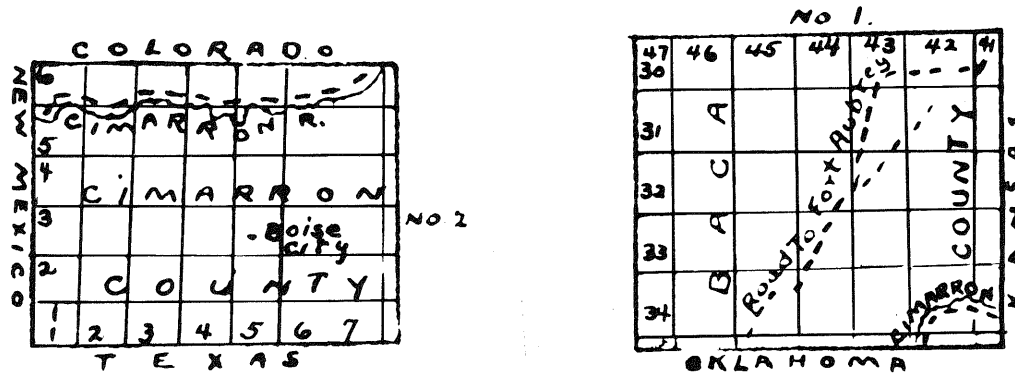
Chortcaus Island, the largest forested island in the river, was famous in Indian legend long before the trader-trader's name was applied to it (1815-17), E.W.T. XV, 134; XVI, 275. Later travellers found remnants of stockades thereon, Hughes, 192. Here the Brown survey left the "Mountain" route and struck due south for Wagon Bed Springs. Having now passed the chief "desert" branches of the Santa Fe Trail an insert will show, imperfectly, their general trend.



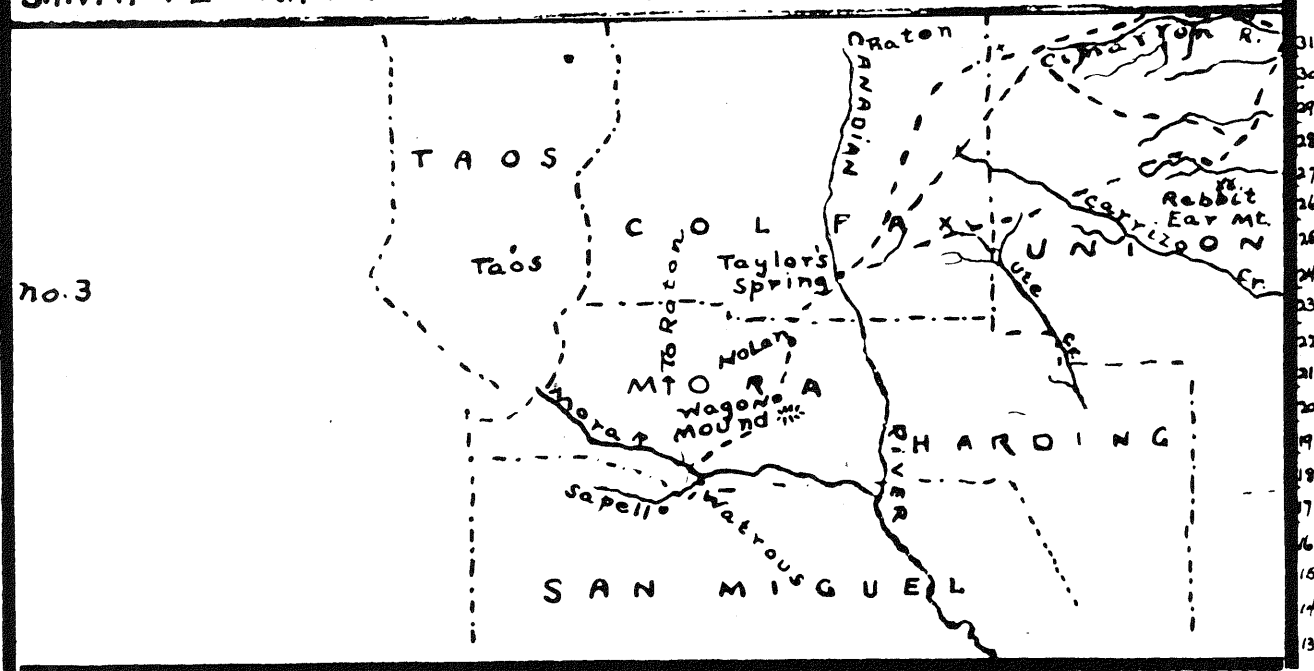
SANTA FE TRAIL ("CIMARRON
DESERT" ROUTES) IN KANSAS.

The lines of these interesting and historic "desert" trails are yet to be located accurately. Their starting points, Wagon Bed Springs (33-30-37) and Point of Rocks (12-34-43), only, are located satisfactorily. No. 1, Mulberry Cr. Route; No. 2, Cimarron Crossing Route; No. 3, Chouteau Island Route; No. 4 Main trail via Point of Rocks into Colorado. Cont. on map following.

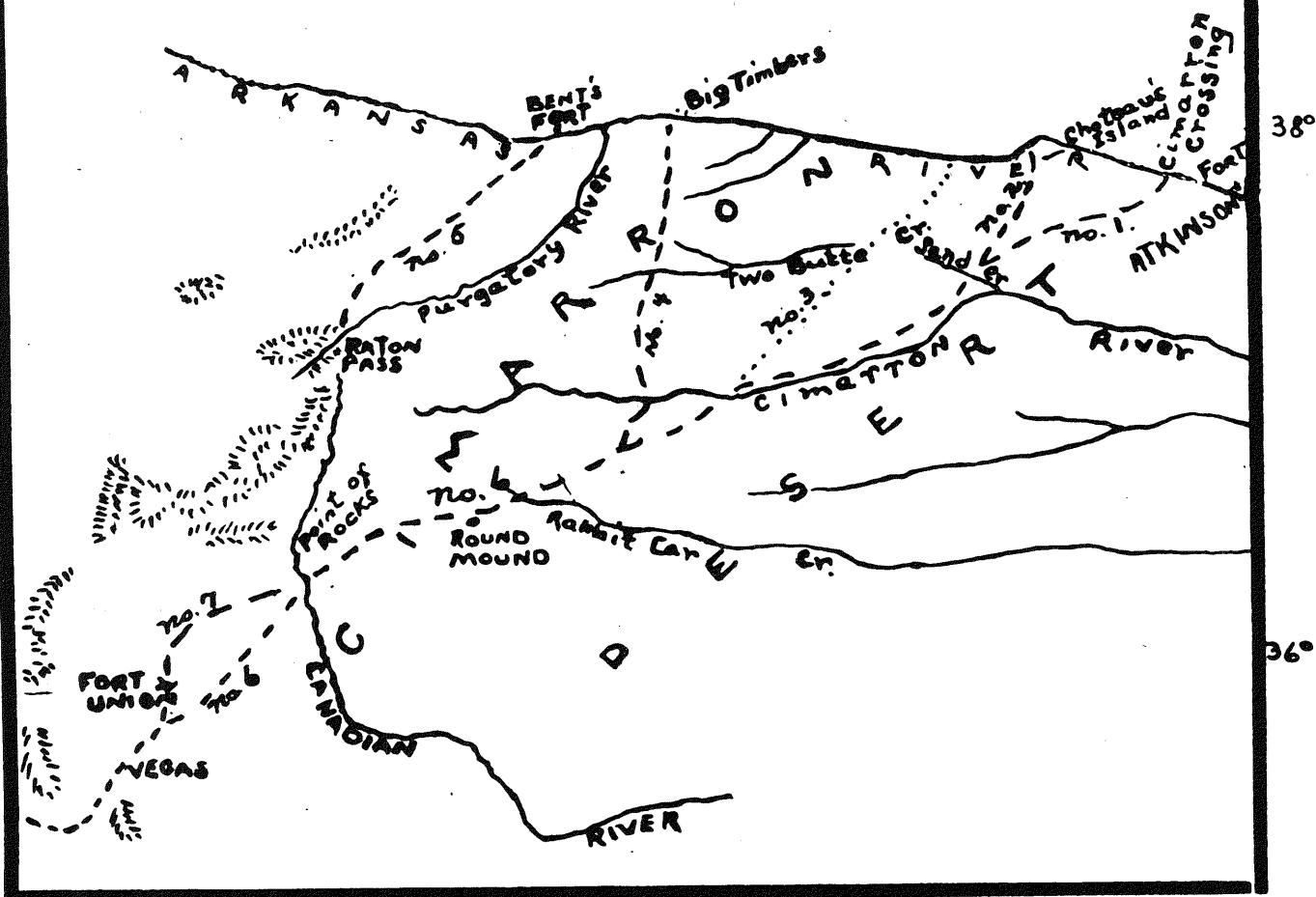
SANTA FE TRAIL (CIMARRON DESERT ROUTE) IN
COLORADO (No. 1) AND OKLAHOMA



SANTA FE TRAIL (Cimarron Route) IN NEW MEXICO

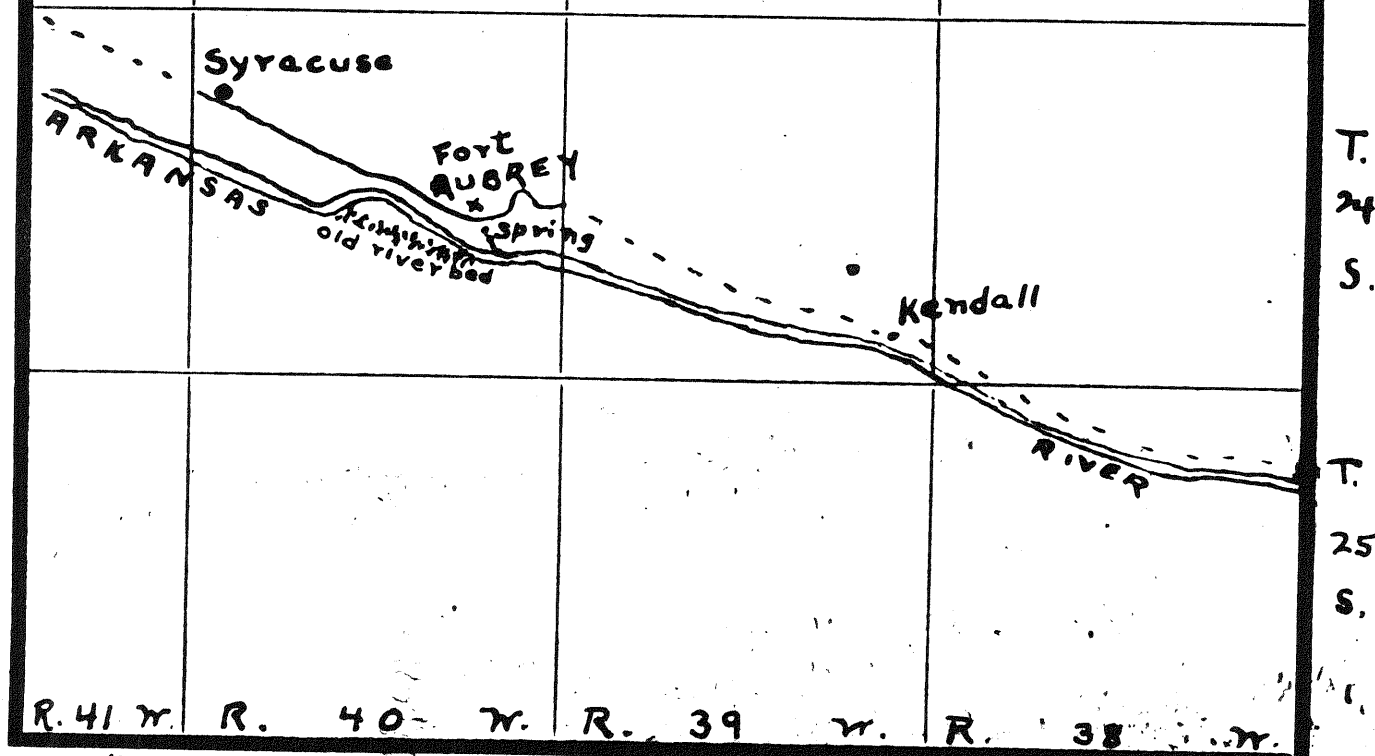


From Kansas the Desert Trail followed the Cimarron into Baca County, Colorado, but turned immediately with the river into Oklahoma, traversing Cimarron County. Enter: Union County, N. M. by two or more routes several "Santa Fe Trails" reached the Canadian at Taylor's Spring from whence one main track led the junction near Watrous; See Map 44.

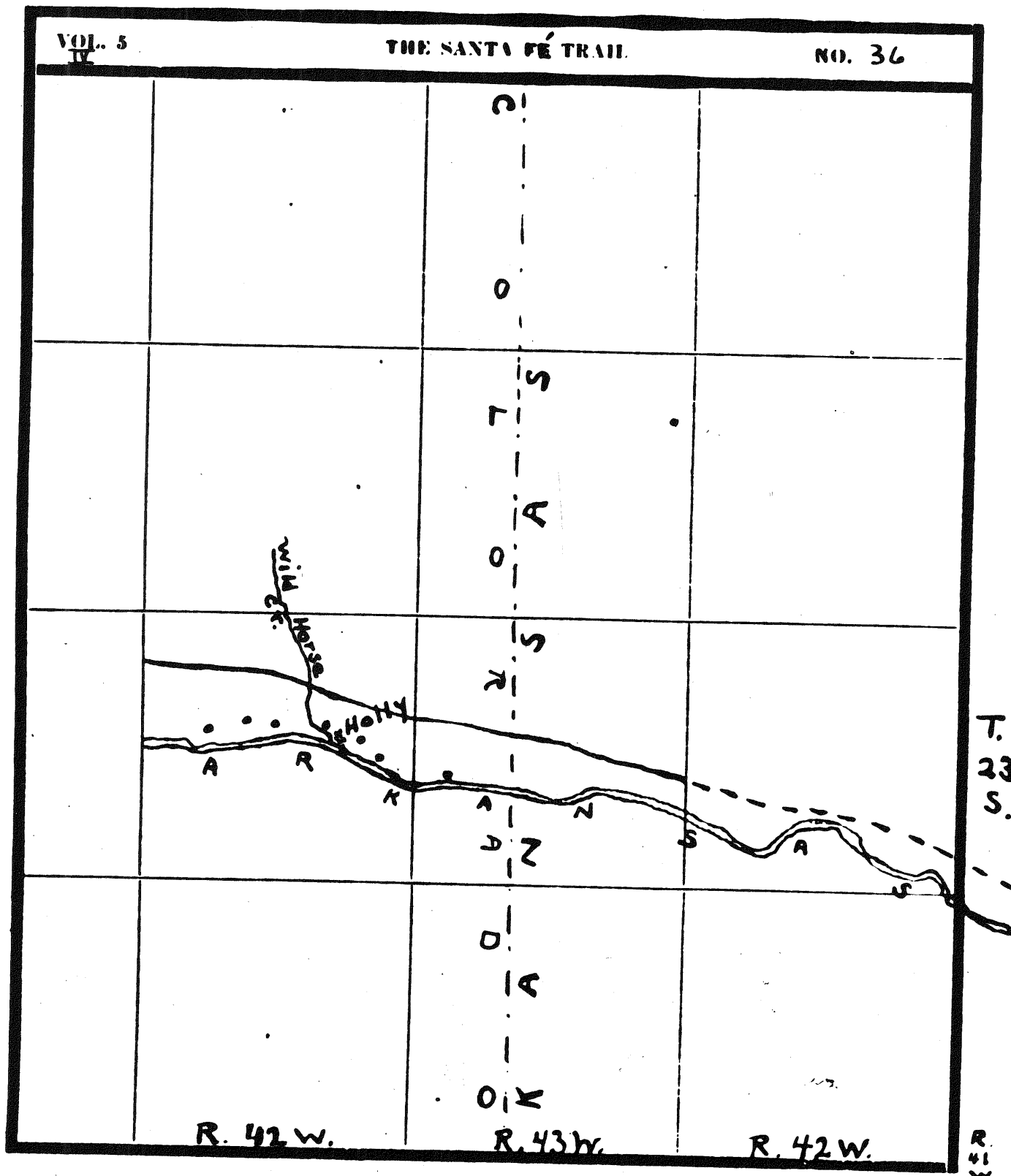


"CIMARRON DESERT" ROUTES FROM P. R. R. SURVEY V.

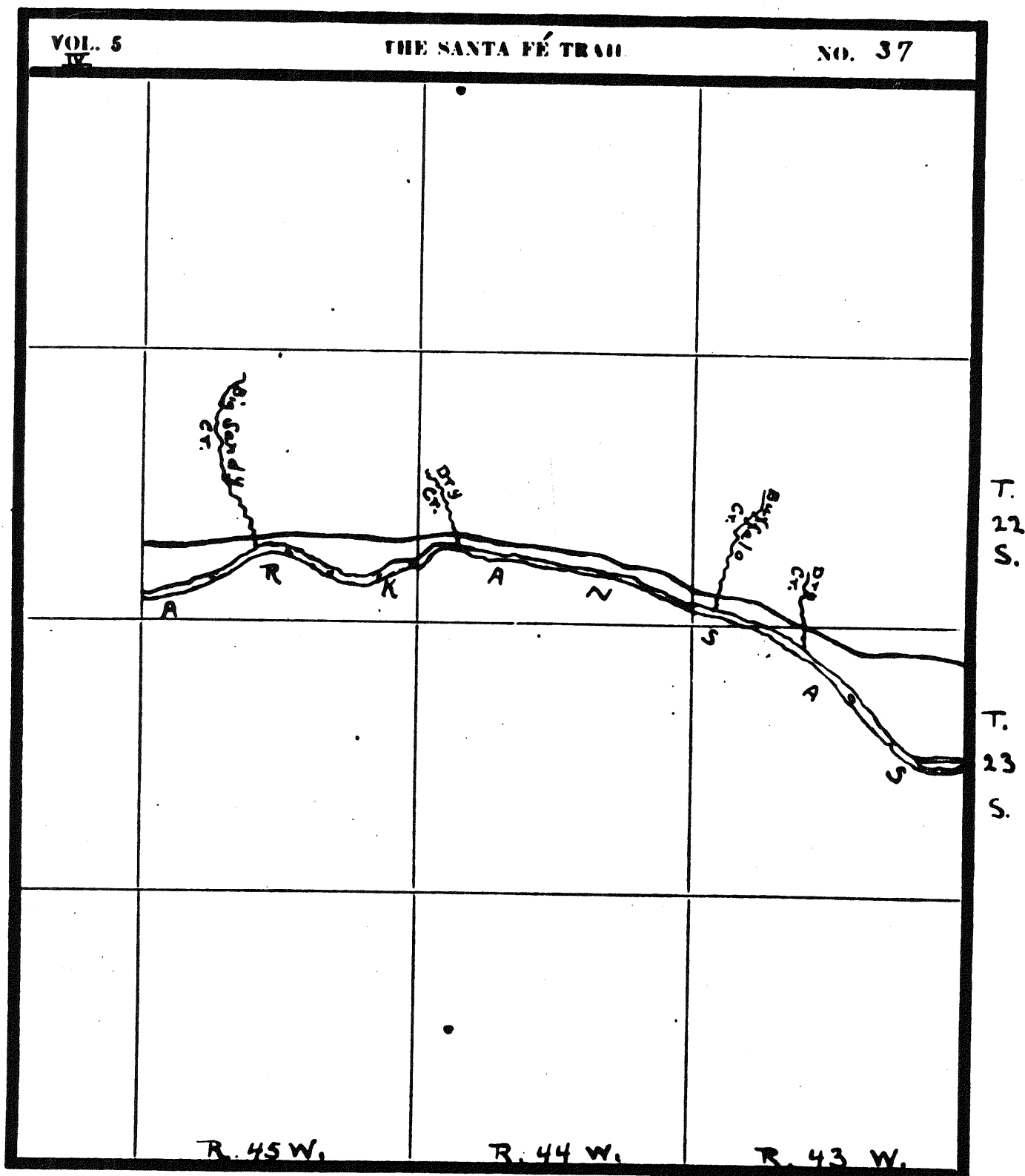
Trail No. 1 represents the "Cimarron Crossing" route from the present Cimarron, Kan. It is joined on Sand Creek by Trail No. 2 from Chouteau's Island. No. 3 (from Ft Aubrey?) is not identified. No. 4 is Aubrey route, claimed by its "discoverer" to be the best-watered of the desert routes. No. 6 is the main trail with a branch (No. 7) to Fort Union. No. 5 the Bent's Fort = Raton Mt. trail.



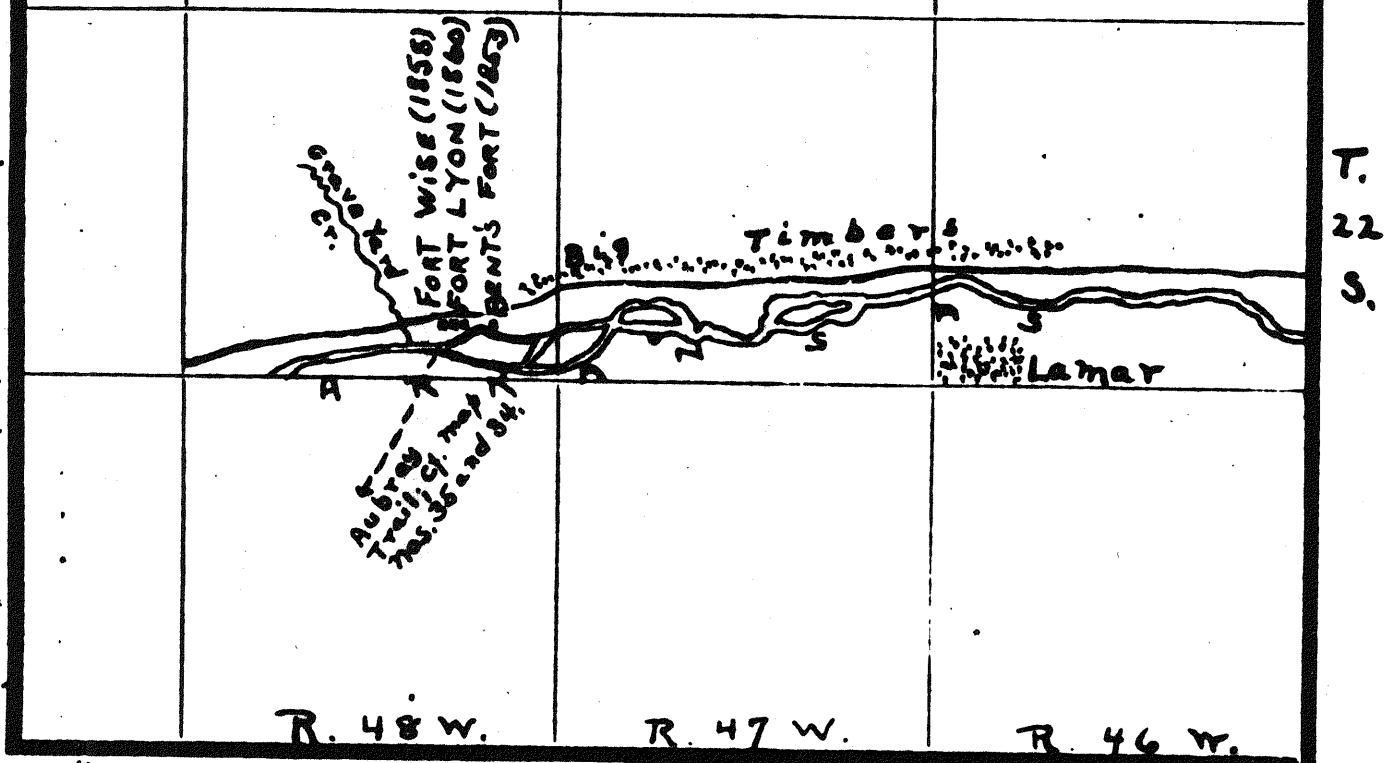
"Fort Aubrey" was probably a stockade originally built by that most enterprising of early pathfinders, F. X. Aubrey (see Kan. Hist. Coll. VII 51). Cones incorrectly locates it further west; Pike, 442. Aubrey opened the safest "cut-off" to Santa Fe from the main trail in Colorado because best-watered. See Big Timbers. Pike (tho travelling up the south bank) found, opposite the Syracuse region, increasing groves of young cottonwood as the country grew hillier and buffalo became scarce: 440-442. In



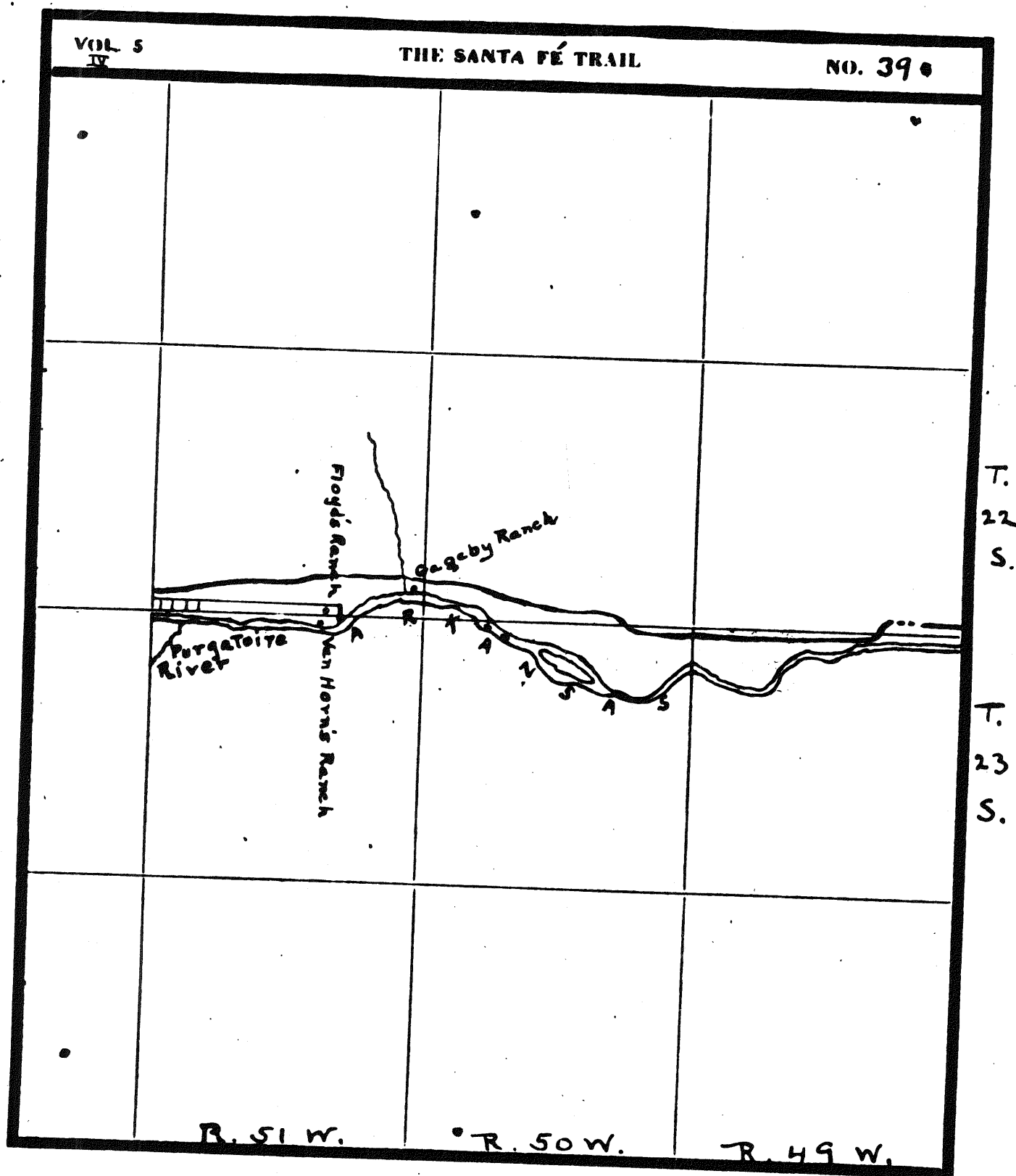
The words of Emory the hills now became distinctly "verticle", 12. Vegetation, always, as we have pointed out to the eastward, a sure indication of changing soils, drainage or altitude, here on the present-day Kansas-Colorado line, threw out a signal flag in the yucca or Soap Plant; Emory, 13. One of the first reports of the fossil beds hereabouts was made in '46 by Abert, 527.



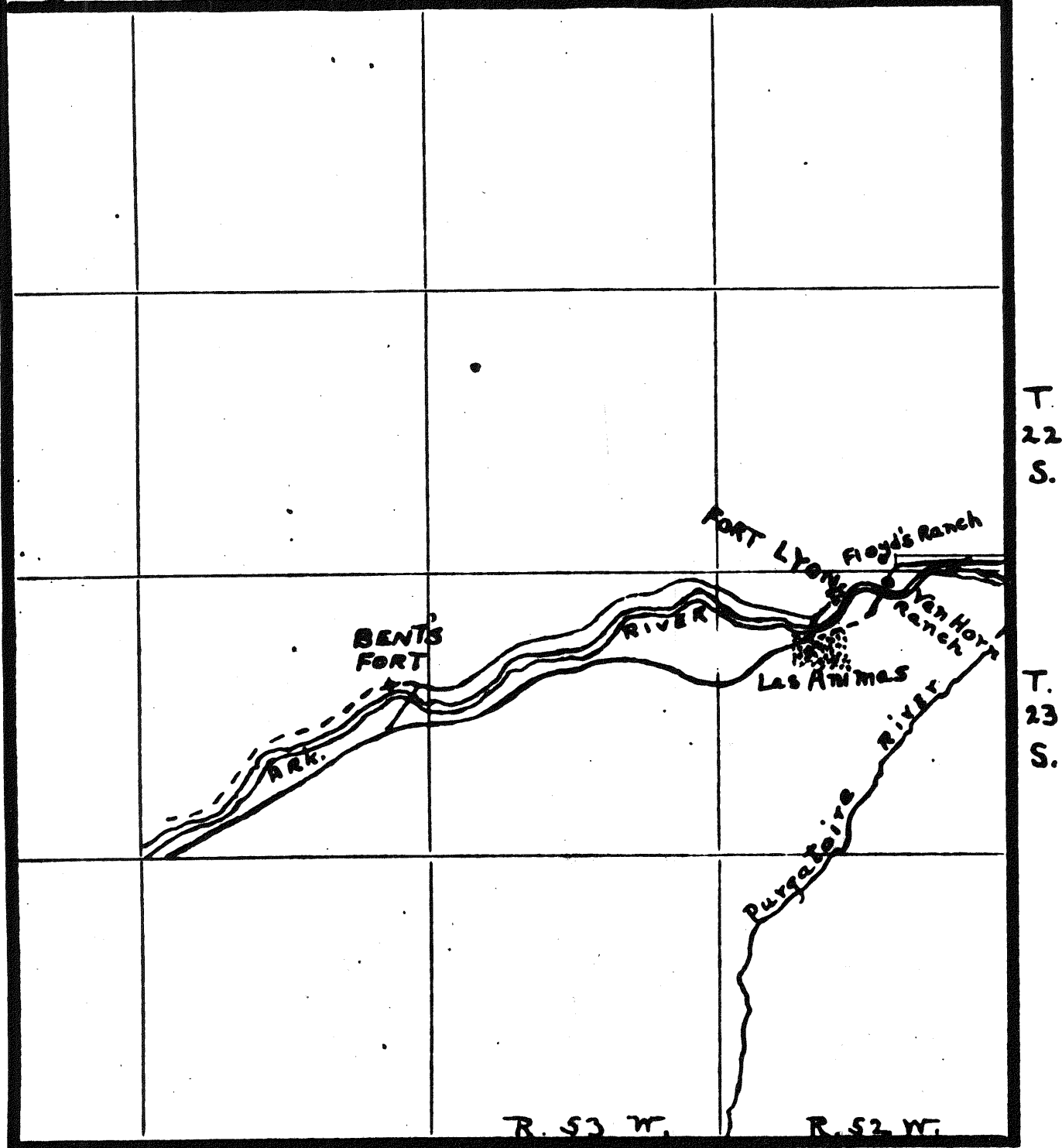
Few streams entering the Arkansas in Colorado from the north could be relied upon to show water in mid-summer months. The Big Sandy was one of the most reliable and, at least, was known for the good forage its valley could provide; Bell, 75. Hereabouts voyageurs were thrilled by their first view of the Front Range of the Rockies, the Spanish Peaks coming into vision on clear days; Heap, 24.



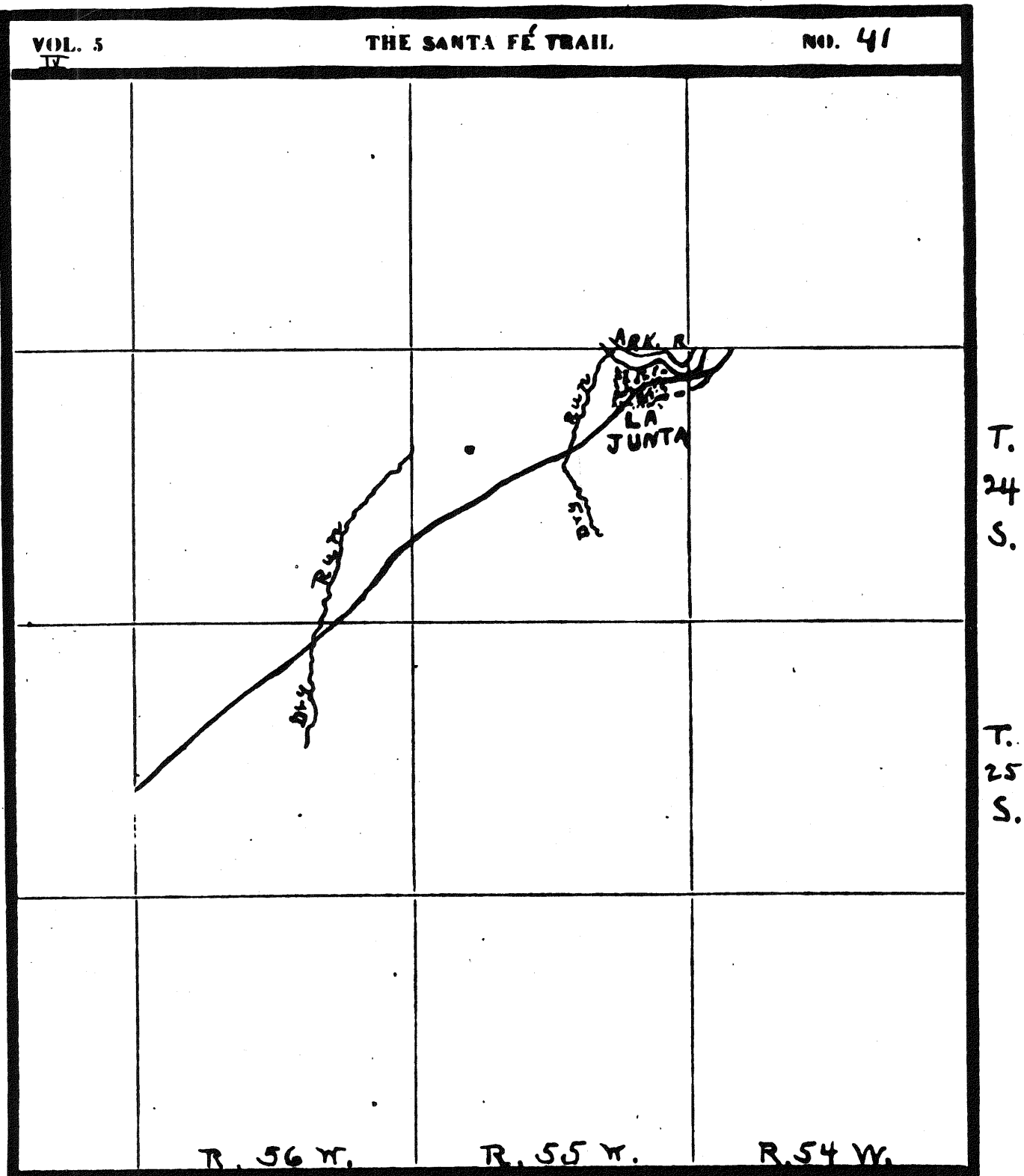
"Big Timbers," a noted line of cottonwoods extending some twelve miles along the river in Ranges 46 47 and 48, was a favorite winter resort of the Cheyennes; Emory, 13; Ruxton, 277. Near, or in, its western extremity was located Bent's third "fort" in 1853. Near it arose the first Fort Lyon (1860). Wrecks of old cabins in the "Timbers" are reported at various times by several diarists; Abert, 526; Heap, 24. "Old" Fort Lyon here proved ^{unhealthy} because of "rats, rattlesnakes and floods." It was inundated and abandoned in 1866; Hughes, 180.



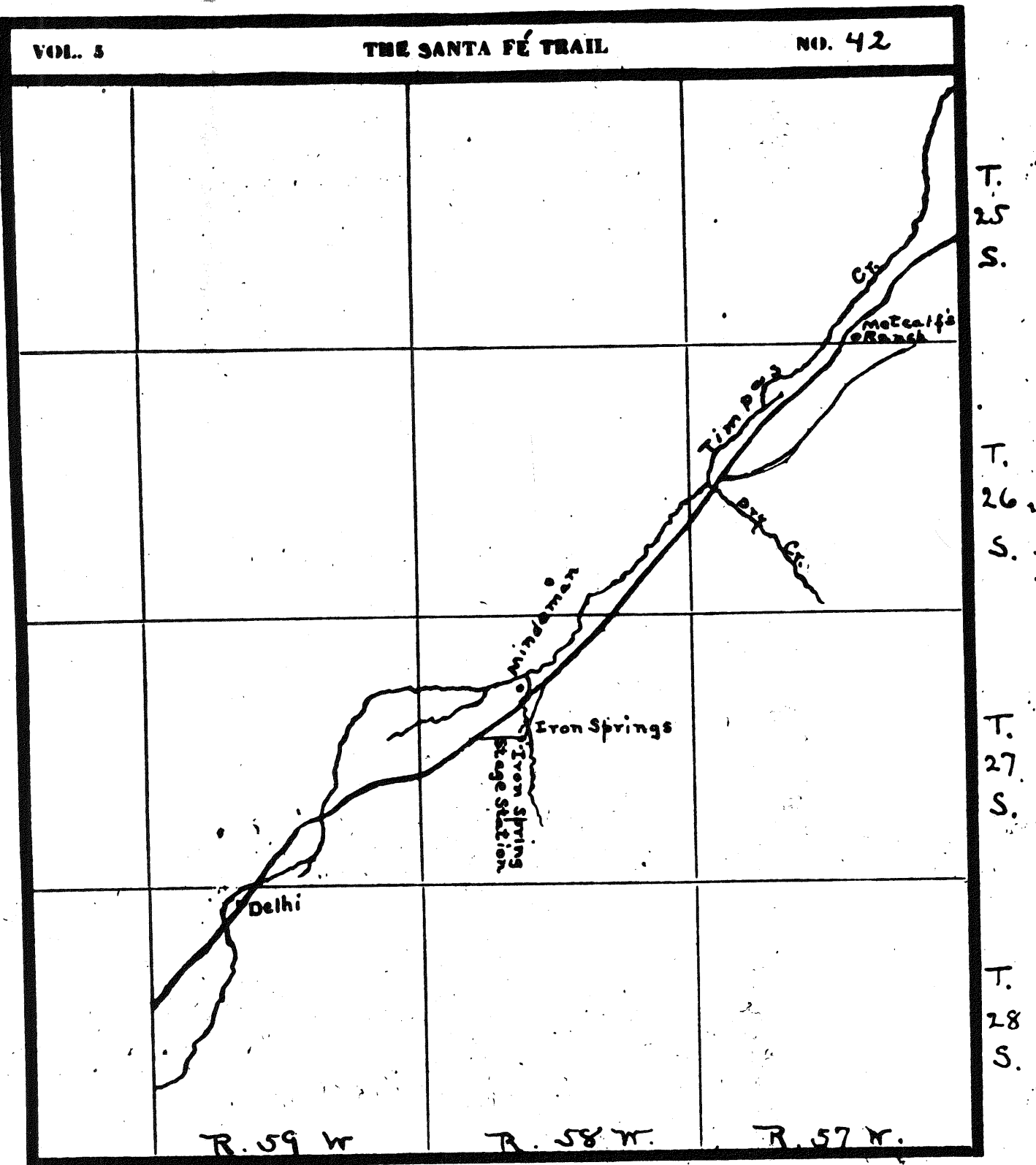
The Purgatoire, or Picket wire in later cowboy parlance, the Las Animas of the Spaniard, was the largest tributary entering the Arkansas from the south. It became the later main stage route to New Mexico but earlier traffic of trapper and freighter passed westward by Bent's Fort to the Timpano River. A crossing place of the Arkansas half a mile below the mouth of the Purgatoire was well-known, Bell, 80, Hughes, 178.



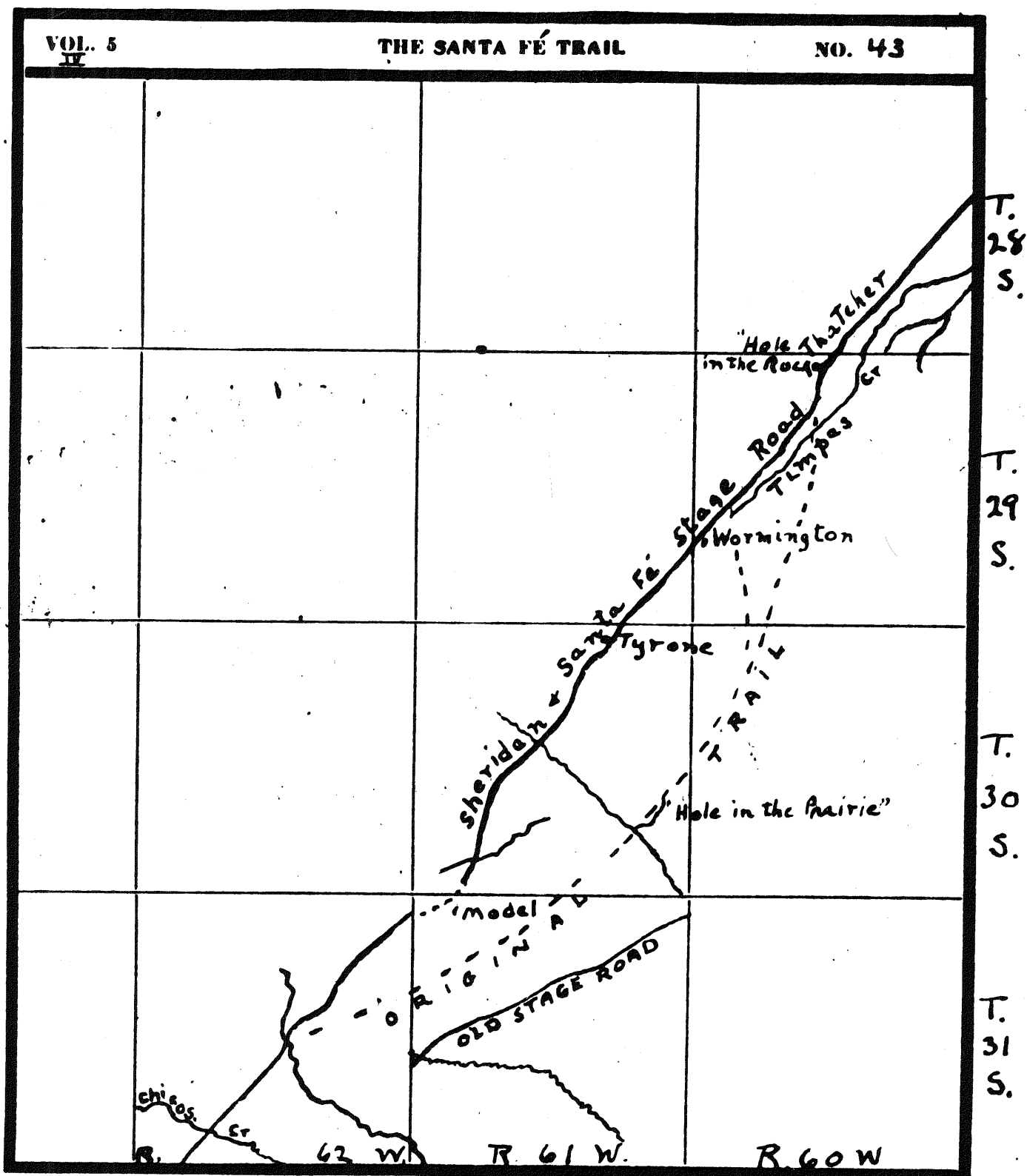
"New" Fort Lyon was built opposite the present Las Animas in 1866. The main Santa Fe Trail crossed the river here; Magoffin, 72. All journalists describe the second Fort [William] Bent built in 1829 and which had twenty-four years of fateful frontier history. It was destroyed by its owner in 1852 (in pique because the U. S. government's offer fell \$4000. below a fair valuation) lest its site should become a lurking-place for redskinned enemies; Hughes, 179; Magoffin, 60 seq; Inman, Ch. XIX.



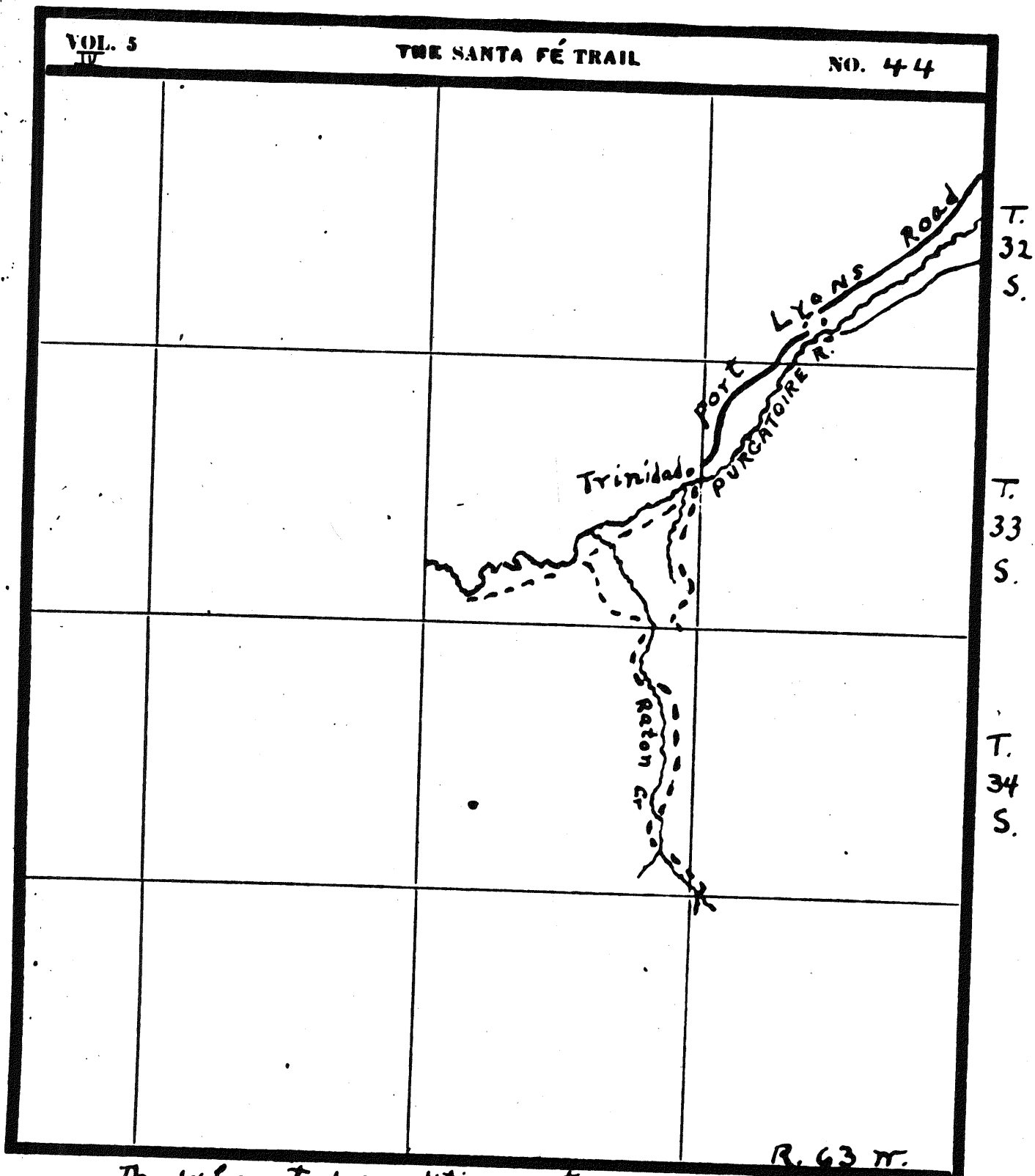
On the site of present-day La Junta the main track of the trail struck southwest into the stark desert drained by the Timpa or Timpas where lime in the soil made a dust as the one were traversing the bottom of an old crater; Emory, 15. Another route lay up the Arkansas to the mouth of the Timpas, sometimes called "the forks of the Arkansas", Becknell, 76. From there the Timpas was ascended. Cf. Abert, 434; Magoffin, 72.



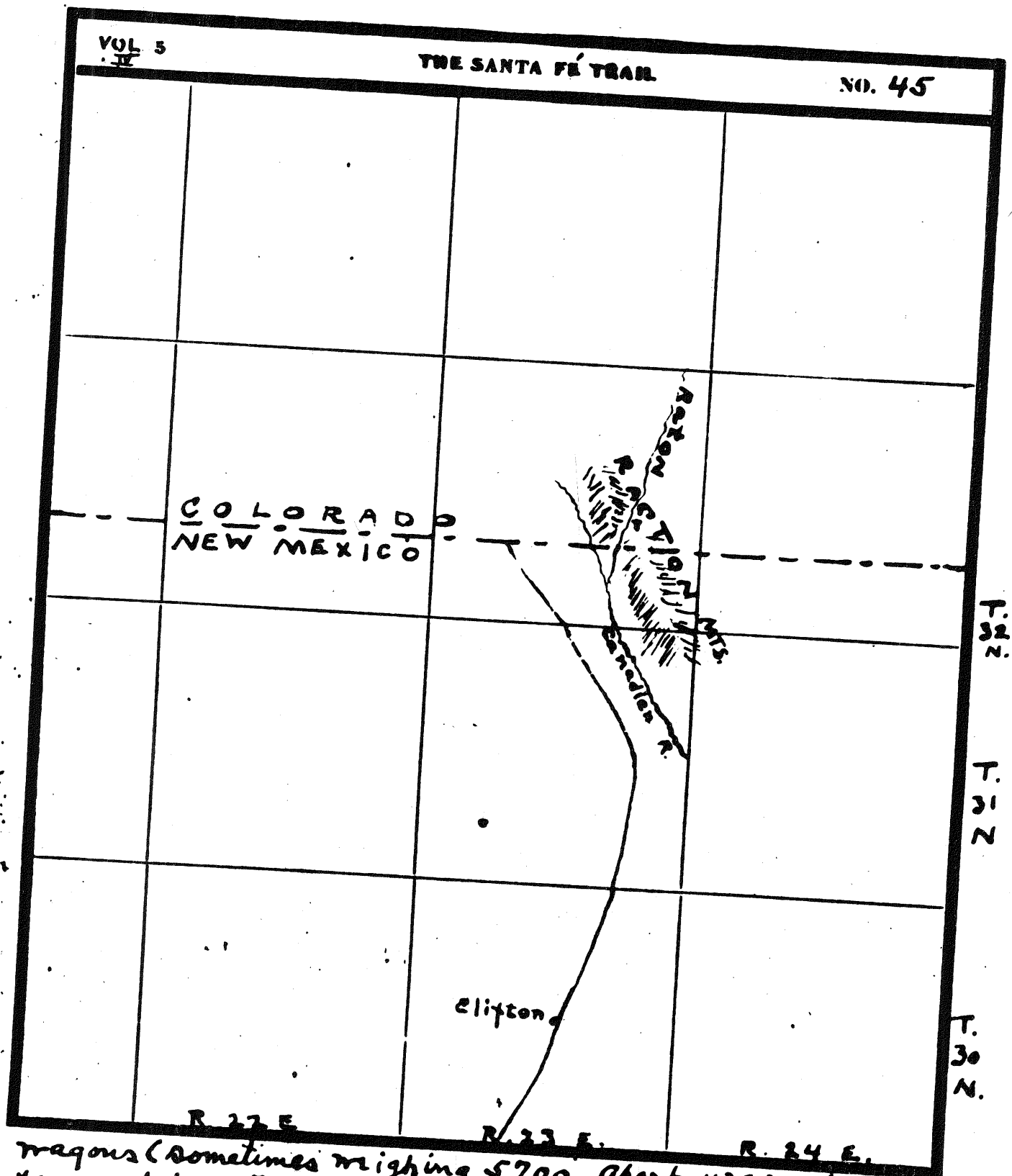
Iron Springs, noted in later days, is not identified by the present editor by any reference in the writings of authors named in our Bibliography. The crossing place of the Timpas was at "the Willows" where rocks arose to a height of 100 feet on the travellers right; Abert, 434; Emory, 16. Where there, originally, two crossings of the Timpas? See map following. Cf. Pike, 447.



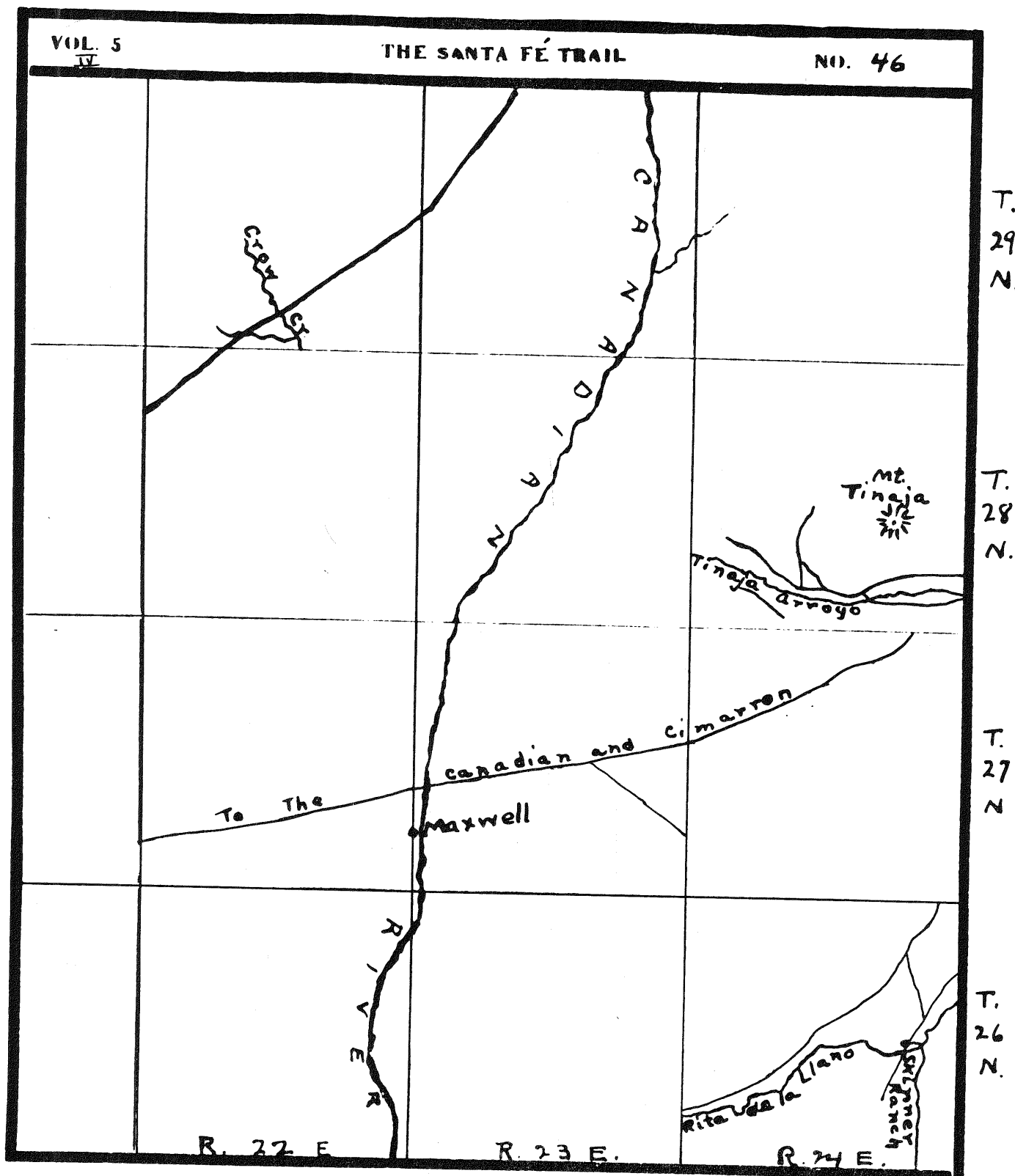
Nine miles beyond the crossing of the Timpas according to Emory (16), but only seven according to Abert (435), was "Hole in the Rock", a watering spot. While fourteen and a half or fifteen miles further on, at the head of a Purgatoire tributary, lay "Hole in the Prairie"; Emory, 17; Abert, 436. Cf. Sage, 249. Our speculative dotted line to "Hole in the Prairie" from "Hole in the Rock" remains to be confirmed on revision.



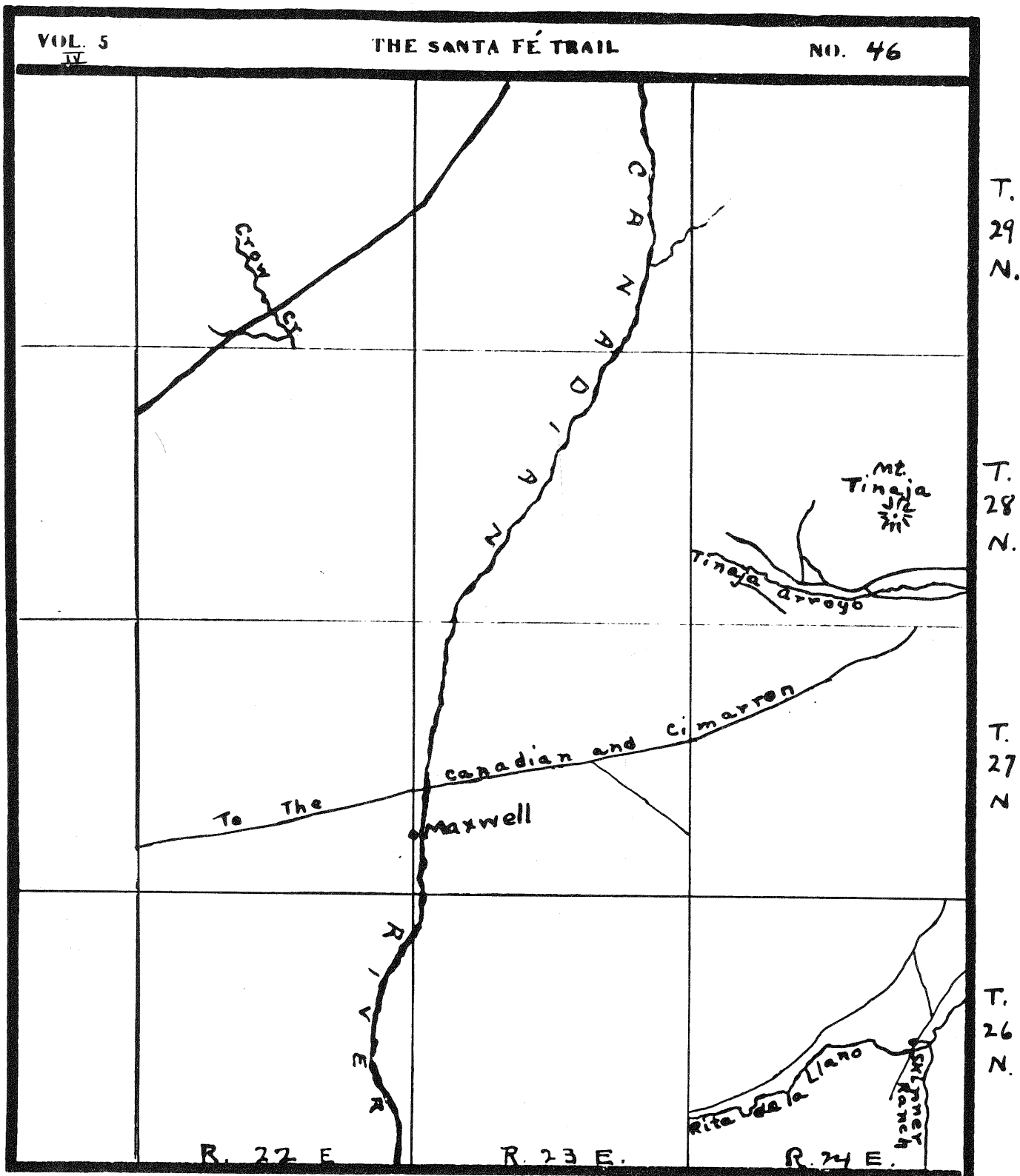
The exhausted condition of trains upon reaching the pleasant Trinidad region is epigrammatically described by an officer who mentions the packs of mules on the flanks of the infantry train horses, Emory, 18. This resting spot at the foot of the Raton was relished ere the taxing climb upward was essayed. The first road-breakers had to roll great stones from the track but, at that, had a horse killed in the ascent; Becknell, 76. Abert called it the rockiest road he had ever seen (471). Later freighters



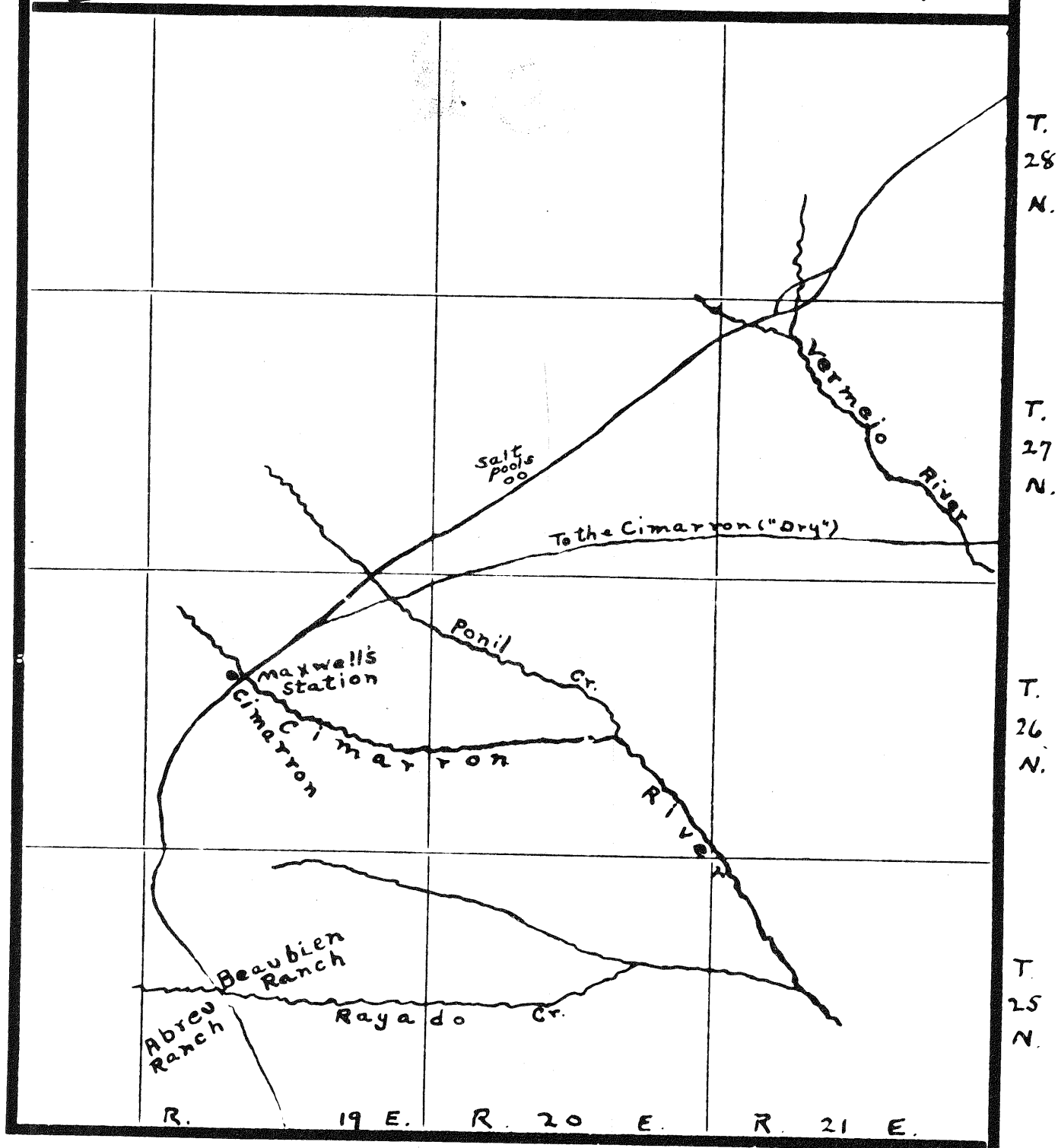
wagons (sometimes weighing 5700, Abert, 438) did not go forward in certain places more than 800 yards a day at times; Magoffin, 79-81. This makes clear why the "Cimarron Desert" route to Santa Fe was chosen by most in the earlier days. Views of Raton Pass reminds Emory of the Berkshire's summits and the view therefrom of Pales: line (18). Fortunately for demolished wagons, oaks of a sufficient size for axles, hounds and any other purpose were available here; Emory, 18.



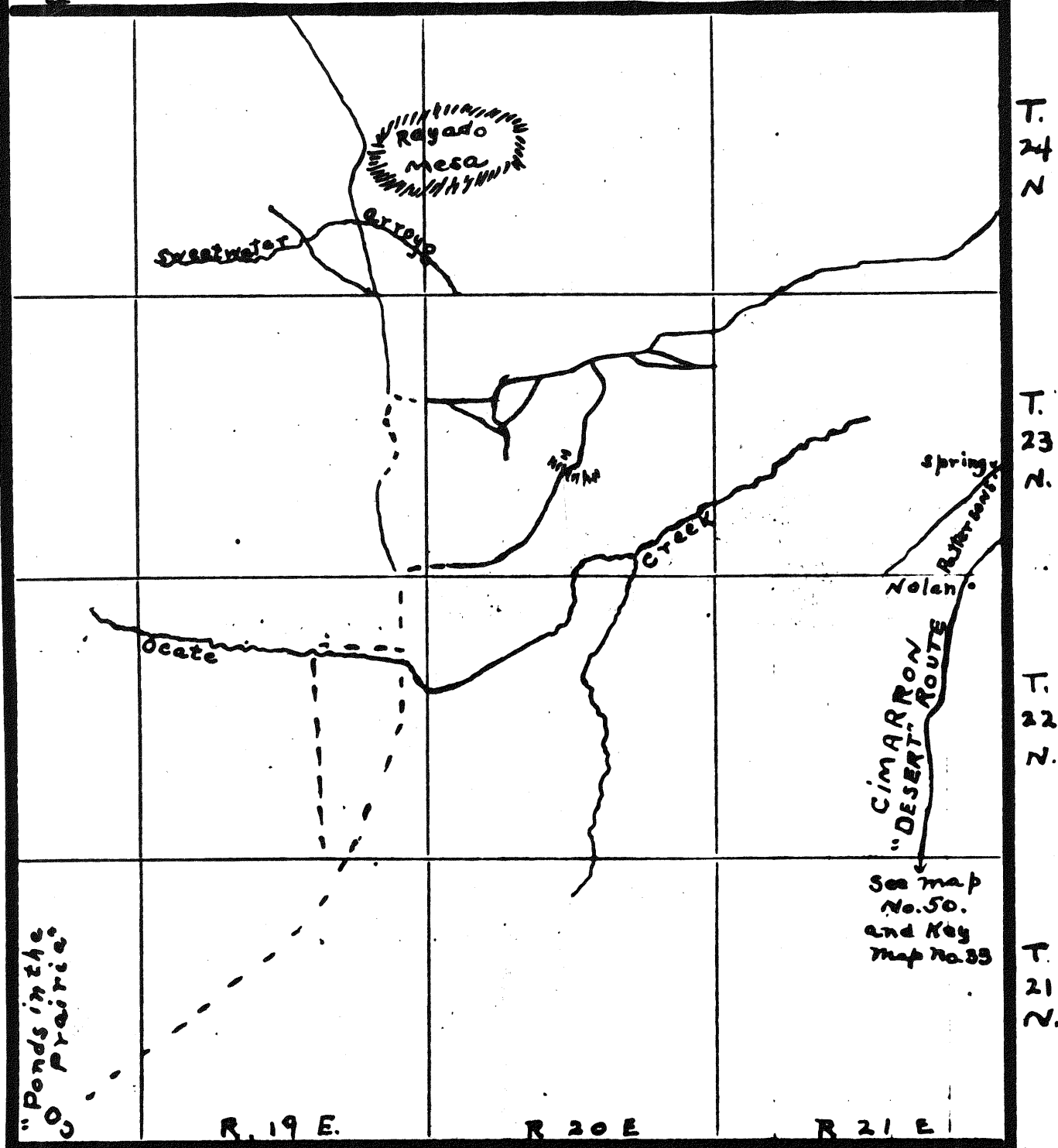
While the descent of Raton Pass was as difficult as the ascent for loaded wagons (Emory, 19), yet the prospect of the greener plains to the southward covered with gramma grass (Abert, 441; Emory 20), for which, however, stock had to cultivate a taste (Abert, 439), was inviting after the experiences on the Arkansas and Timpan. Yet long marches were necessary between good pastures and water even here; Emory, 20; Megoffin, 85.



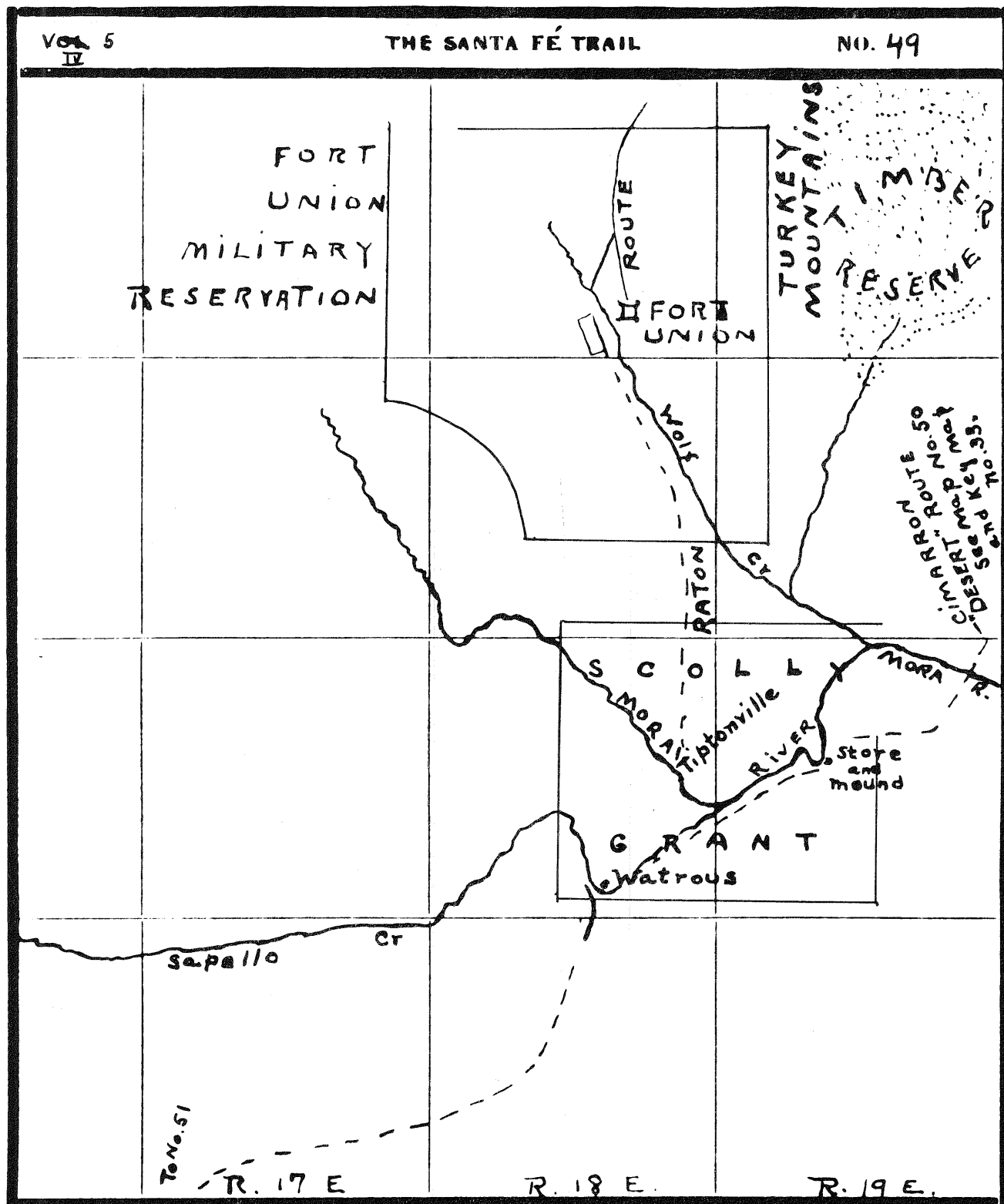
While the descent of Raton Pass was as difficult as the ascent for loaded wagons (Emory, 19), yet the prospect of the greener plains to the southward covered with gramma grass (Abert, 441; Emory 20), for which, however, stock had to cultivate a taste (Abert, 439), was inviting after the experiences on the Arkansas and Timpan. Yet long marches were necessary between good pastures and water even here; Emory, 20; Megoffin, 85.



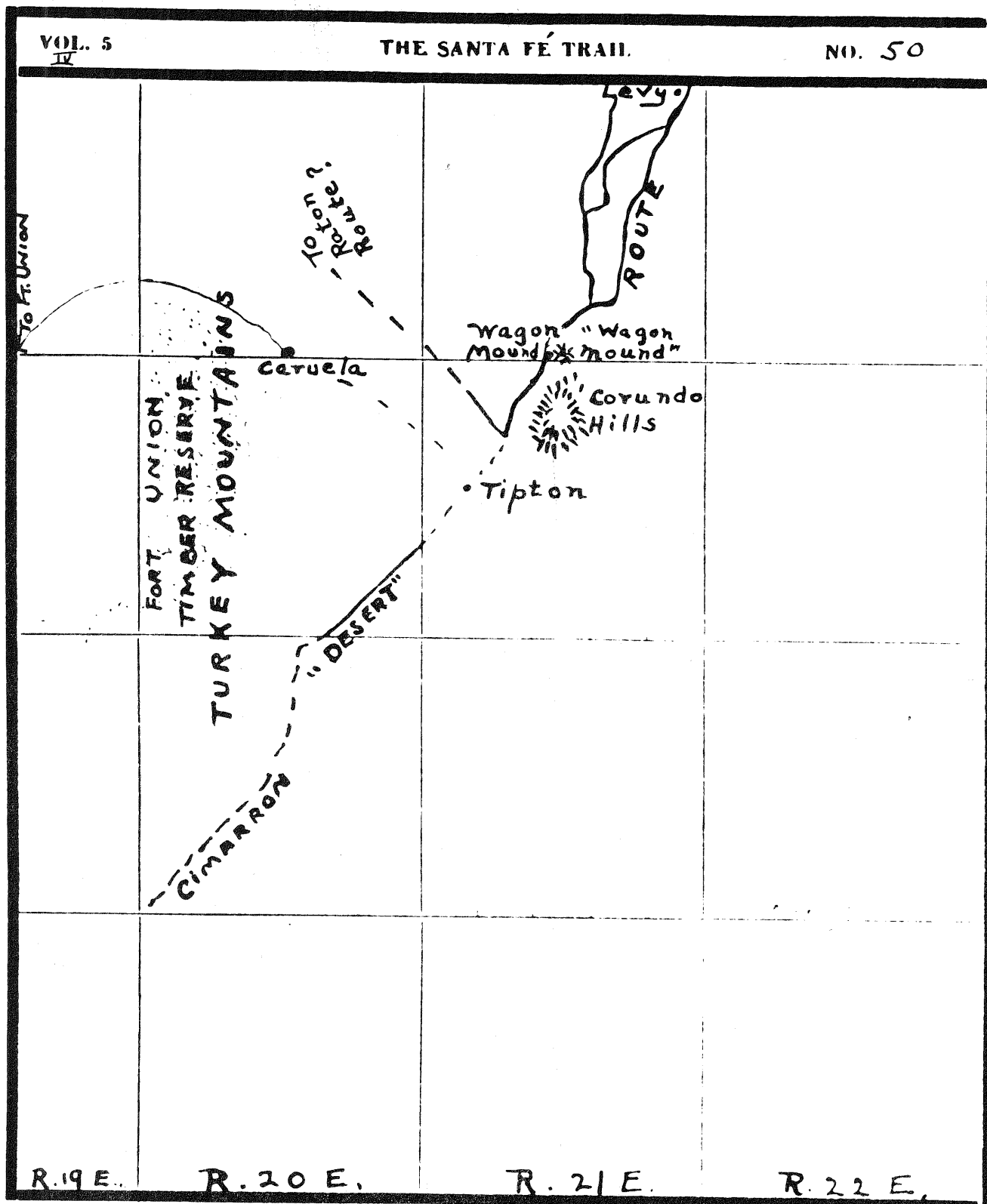
Springing a wide loop to the westward, the old trail crossed the Vermejo (Emory, 21) and other Canadian tributaries high up where fording or bridging was easiest. The Rayado was noted for being the first "limpid" mountain stream encountered. Cf. Rebert, 442; Magoffin, 86-88; Hughes, 187; Emory, 22.



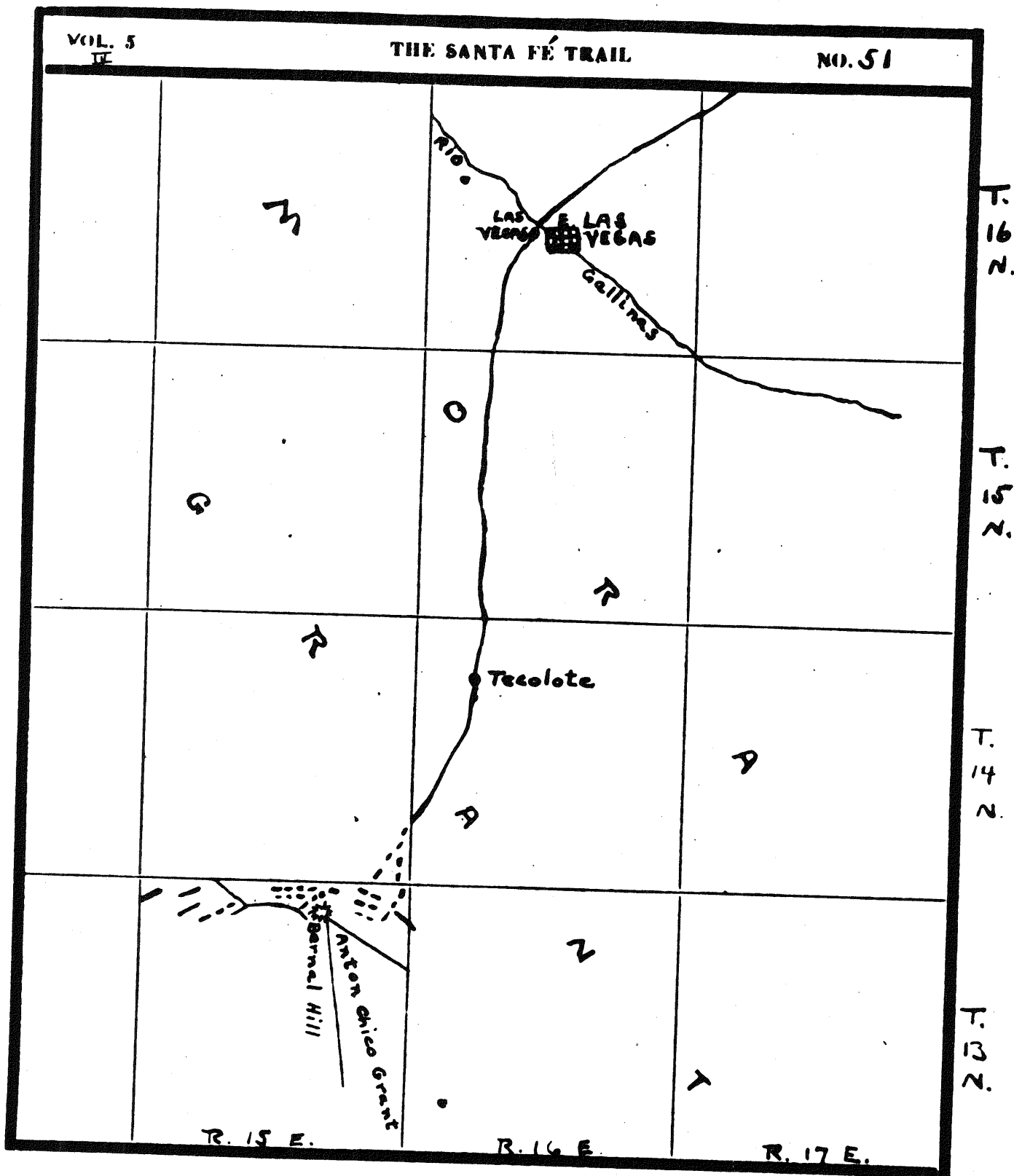
[This map, temporarily, must remain a mere "report of progress". Despite utmost efforts no successful articulation between remnants of original surveys (black lines) and section, town and range has been effected. The dotted lines are probably about correct; Cf Emory, 22; Abert, 442-3; Hatcher, 189; Wheeler, "Map of Mora Grant, 1874."]



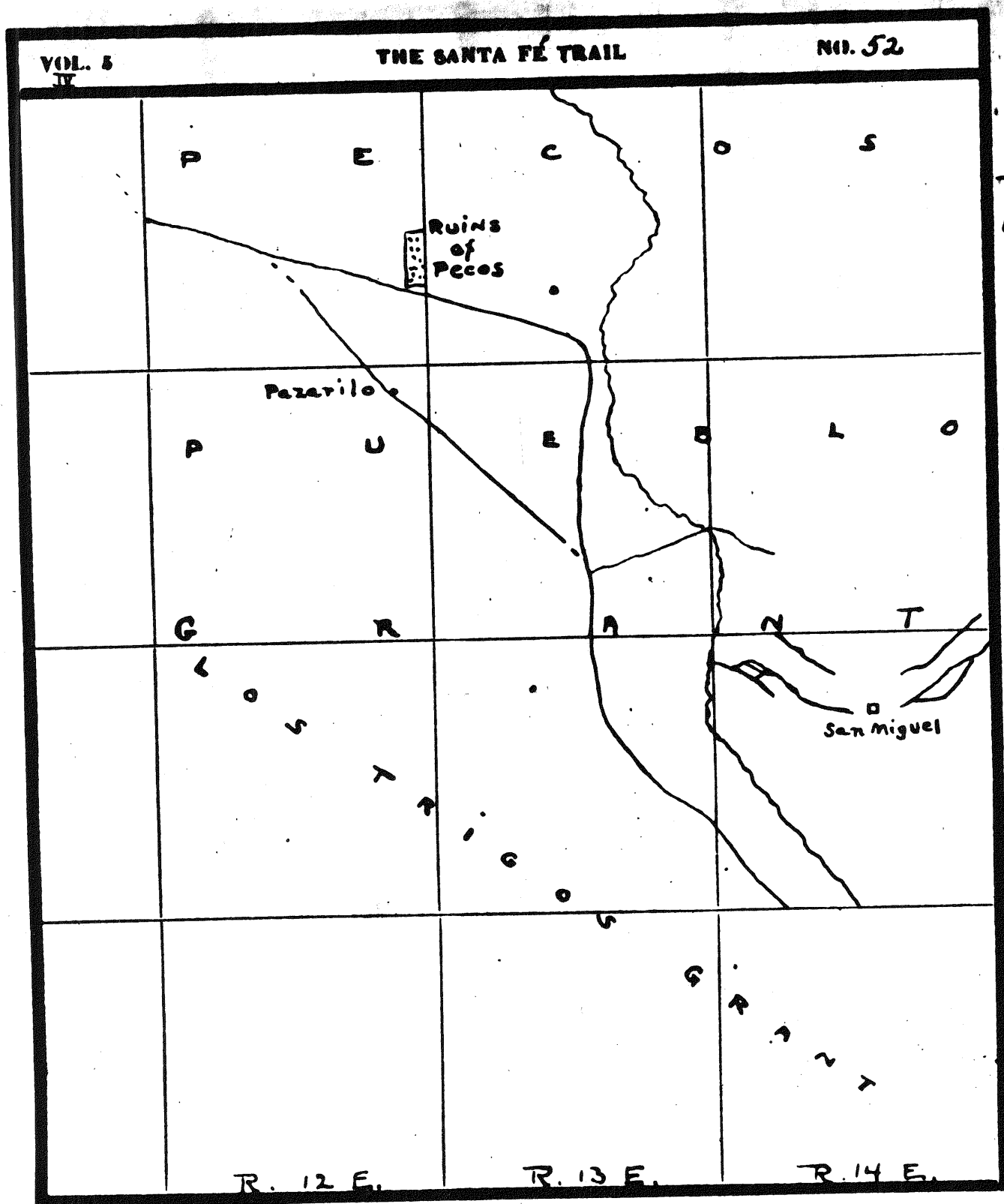
[Temporary map. Changed lines of drainage make it difficult to check up the only trustworthy old-time accounts. That the Cimarron "desert" Route was first encountered by those coming south from Raton Pass (in 1846) on the Sapello is strongly emphasized by Abert, 443-4. Cf. Emory, 24; 26; Sage, 263; Wetmore 194; Bell (Fort Union) 122 seq.



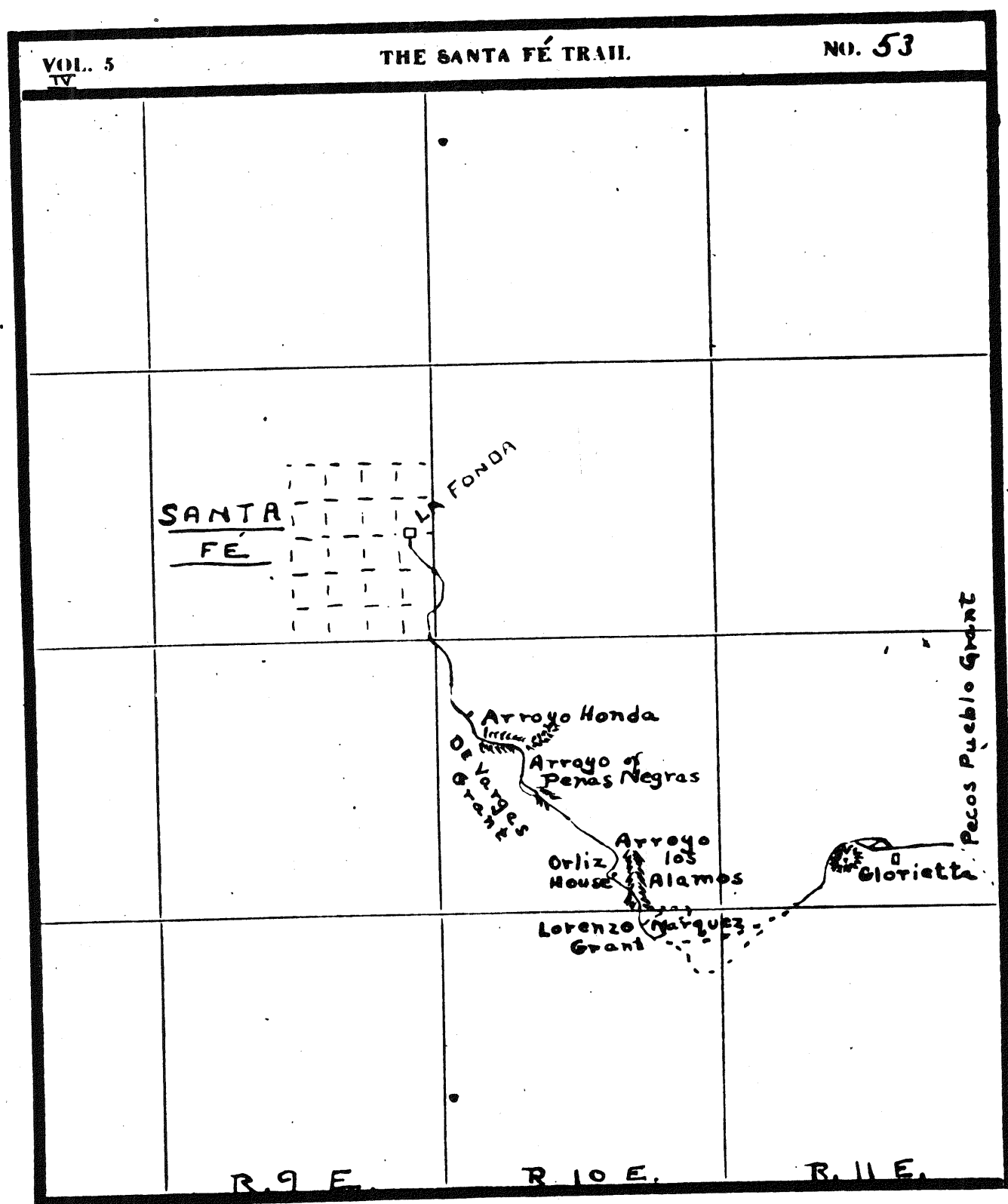
This should be inserted between Nos. 48 and 49. As always, the dotted lines are a conjecture, but sometimes very well based. Up to now the editor has not found any connecting line (shown so boldly in the Wheeler "Mora Grant Map") between Tipton (R. 21 E.) on the Cimarron Route and the Raton Route across the Turkey Mountains. Cf. Key Map no. 33.



The Meadowland, Las Vegas, with its sheep and goats, "tengo maize" "elote calabazas" and "chili tam-bien", not to mention "vmd. whiske", proffered a warm welcome to voyageurs from out the Cimarron wastes or the Rocky Rations. For this section cf. Gregg, 252; Max-offin 91-95; Emory, 26-28; Hughes, 189; Becknell, 77.



This new world with its colorful tints (including women's faces bedecked with poke-berry juice, Abert, 445) and its ruins at Pecos (Becknell, 77; Magoffin, 95-99, Emory, 29-30; Hughes, 193) interests every diarist as the tangle of hills



about old Santa Fé is reached and the sights, sounds and smells of the ancient city are greeted, from afar, by travellers and caravans at LA FONDA, "the end of the trail".