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Selected and edited by

Archer Butler Hulbert

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

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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 VII.

The Santa Fe-California Trail.

Map

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(Transpose titles of Cole and Fleming articles)

Note.

With the completion of his sixth, and last, volume of his series of Transcontinental Trails, sufficient time has elapsed since the original field work was begun in 1922 to establish the tenet of the editor as to their usefulness. There has always seemed to be a fundamental incompatibility between historians and the Surveyor's art of computing by section, township and range. Only by an approximately correct alignment of the historic pathways we have mapped — in which the future will discover an interest far beyond present-day belief — can there be provided the definite material, actual maps in the terms described above, with which to work.

In almost innumerable ways has this fact been thrust upon the editor's attention since 1923 when mapping was

first began. Those who had it in their power to help to locate Trail and (which was more important) historic sites upon it had never seen a map showing what the first surveyors found to be the "Oregon" or "Santa Fe" trail drawn by section, township and range. In other words the maps provided the tangible, material basis for getting at truths formerly hidden behind the vagueness of the ordinary map. Even yet, the maps of this Series are, perhaps in many cases, incorrect; however, it is acknowledged by all whose opinion is valued that they present a "report of progress" that was hardly considered possible five years ago. The original description of the undertaking then read: "This work cannot be undertaken too quickly if it is to be done with even approximate accuracy".

These maps have had a part — Some say a very great part — in arousing local

interest in the accurate determination of historic sites. Certain States are actively engaged in a minute study of their ancient highways not usual a few years ago. Oil companies, indeed, have actually sent out surveyors to check the alignment of our trails within their territories; and scores, if not hundreds, of individual readers and students have gone to work to solve difficulties, riddles of topography, in their immediate neighborhoods. One such student performed such an excellent piece of work in correcting our trail line in a certain township that his success was a significant factor in securing for him a Rhodes Scholarship.

Our original plan for the Series now completed, of issuing blue prints made from original drawings which could easily be corrected as new information became available, has been approved at last by some who deemed it ephemeral at the outset. It has

proven a key to any scientific handling of the subject. Already a sufficient mass of new information has come in to make the revision of Volumes 1 and 2 advisable; while on the original tracings of many maps in all of our volumes new data has been entered which will, eventually, be passed on at cost of but a few cents per map to subscribers. Thus we advance toward approximate accuracy along the only road conceivable toward that goal.

The great need of such a policy is evident as we offer the present, Sixth, volume of the Series, The Santa Fe-California Trail. The problems and difficulties of no other three volumes of our Series combined have equalled those encountered in this present study; the cost of the field work for this volume has exceeded one-half the income of the entire Series. The reasons for this need not be detailed here; they are made

very evident on our maps — few detailed journals from which to glean information, lack of surveys in desert sections, the disappearance of many mills and streams, the alterations of topography and drainage areas by new irrigation systems. Only by the assumption of any deficit by Mr P. B. Stewart, one of the founders of the Stewart Commission, was such a volume as this made possible; it was desirable to round out the Series to its normal extent by giving this continuation of the Santa Fe Trail to Southern California and the Pacific.

Our volume presents the various tracks of the Santa Fe-California trails by the two common routes west and southwest from the terminus of the Santa Fe Trail (Volume V) at Santa Fe; one runs by way of the Rio Grande Cooke's Springs (near Deming, N.M.), Douglas, Ariz., Tucson, Ariz., the Gila River To Yuma; it crosses the Yuma Desert to famous

Warner's Ranch, from which point old paths led to San Diego, as well as to Los Angeles; The other route is that by way of Laguna, Zuni, the Little Colorado, Flagstaff to the Colorado River; from that point the Mohave Desert is crossed to Cajon Pass and the well-worn track from there to Los Angeles. Roughly, the two routes are indicated by the main lines of the Southern Pacific and the Santa Fe systems.

Over the "Gila Route", as it was known, Col. Cooke made his historic wagon road when he led his Mormon Battalion to California in Mexican War days. "History may be searched in vain", runs Cooke's classic among pioneer army government reports, "for an equal march of infantry ... Without a guide ... with crowbar and pick and ax in hand, we have worked our way over mountains which seemed to defy ought save the wild goat, and hewed a passage through a chasm of living rock more narrow than our wagons!"

1. See map No. 29.

... Thus marching half-naked and half-fed, and living upon wild animals, we have discovered and made a road of great value to our country". Upon this path, for some distances, was laid out a government road; along much the same rolled the first stage to California on the Butterfield Stage Road. Eventually the revision of these maps should show all of these lines with an accuracy that cannot be secured at the present.

Over the northern pathway, the present Gallup-Flagstaff-Needles route, trudged that anomaly of all American transcontinental trains, the notorious Beale camel train — "Ships of the Desert" imported by the United States government wherewith to conquer a desert on which (much to the disgust of their "Ships", no doubt) Keen-Eyed guides found water at distances never further apart than twenty-five miles! Explorations along this route, with wide variations, by Fremont 1844, Abert and Sitgreaves 1851, Whipple 1853, Aubrey 1854 and Beale 1857 afforded scientific know:

ledge of a veritable American terra incognita that was vital in the days when a Pacific Railway along the 35th parallel was mooted.

It is not possible to conclude this final word in this last volume of Transcontinental Trails without stating again the editor's indebtedness to Mr and Mrs P. B. Stewart of the Stewart Commission, and Mr C. B. Voorhis now associated with them, for every description of aid and encouragement that friends of such a difficult undertaking could offer. Correct mapping of these routes necessarily must precede the correct editing of the many diaries and journals of travellers over them — a project in which the Stewart Commission is now interested.

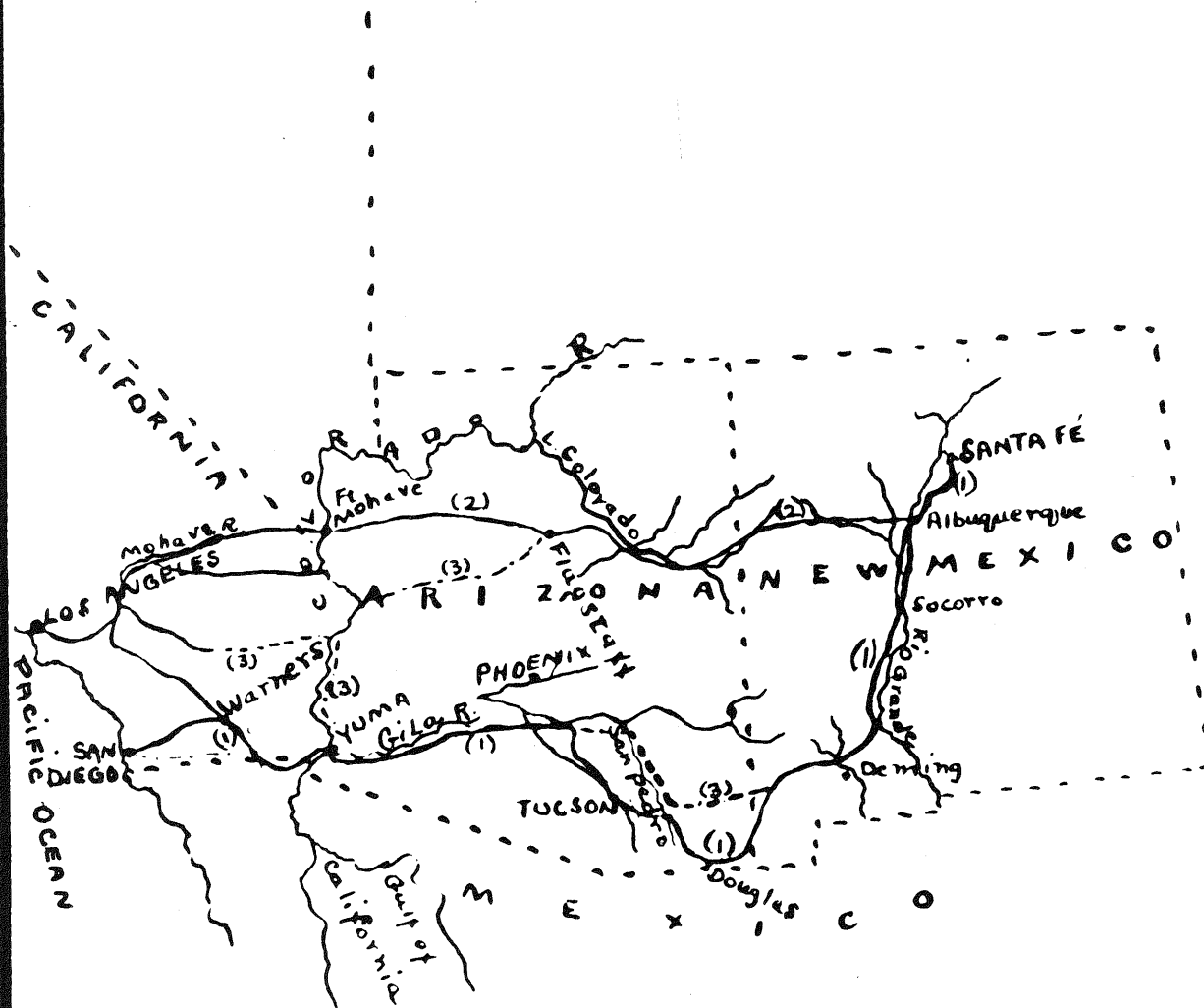
Dorchester Butler Hulbert

Colorado College

Colorado Springs, Colo.

January 1st, 1928.

A constructive criticism of other map volumes pointed out that the field of data on each map might be enlarged, thus aiding the local study of correlated, tributary topography. At double the expense for draughting this suggestion has been adopted for the present volume.



KEY TO SANTA FE
CALIFORNIA TRAIL.

- (1) Rio Grande-Gila Route.
- (2) Zuni-Mohave Route.
- (3) Later mail routes.

The Rio Grande = Gila Route.

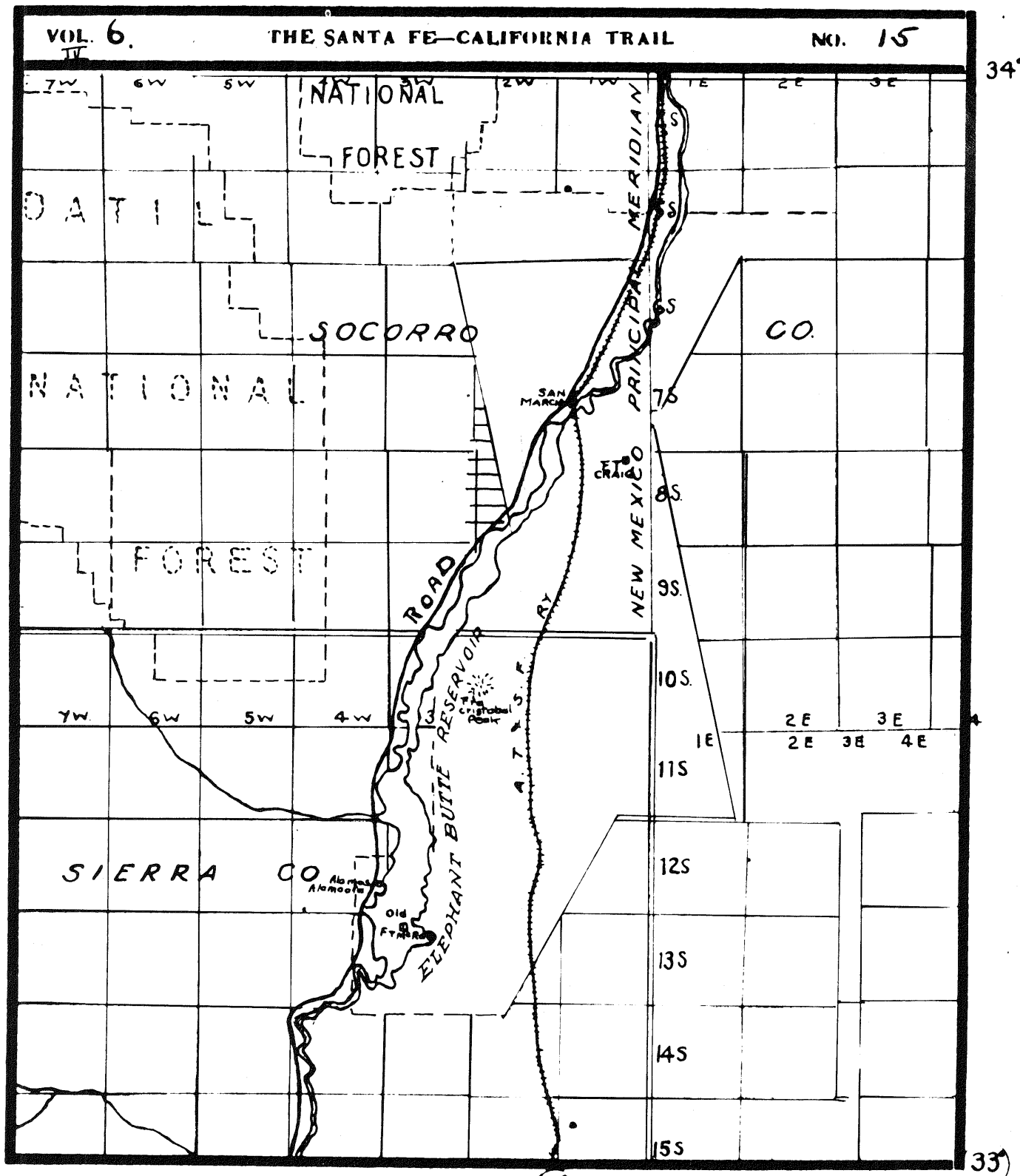
For some 250 miles the track of Cooke's famous wagon road, the later emigrant trail, to California by way of the Gila Valley followed the ancient Spanish road to old Mexico. The Luni-Mohave route (Maps 32-44) branches from this pathway at Albuquerque.



The "Chihuahua", "Great Southern" or California road left Santa Fe by way of Santa Fe Creek but soon struck southward across a desert country for the Galisteo. Descending this valley the Rio Grande was met at Santo Domingo, though a branch road took the traveller to the river at San Felipe. The Rio was crossed at Albuquerque. Emory, 36-46; Cooke, "Report," 552-3; "Journal," 4-5; Johnston, 567-8; Magoffin, 100 seq. Zuni =



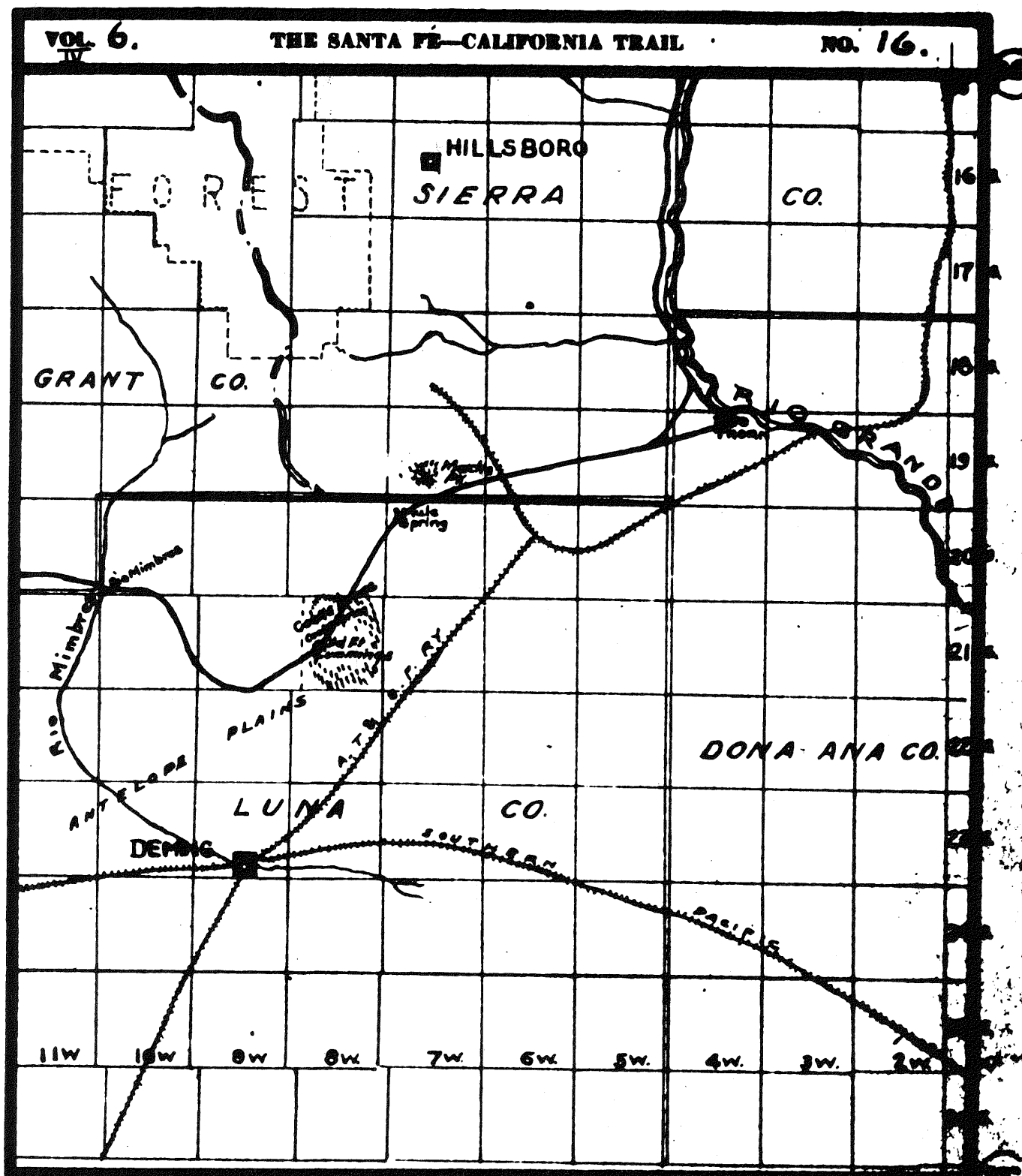
107 Mohave - California route continued on Map. No. 32. 106
From Isleta To Socorro The old line of travel followed in the main the present A. T. & S. F. Railway right of way, with variations due to local and seasonable conditions. Below Isleta lay the main danger-point on the old pathway - the "Navajo Crossing" of the Rio. Near here the northern trail to California struck westward via Zuni and the Mohave Desert. Emory, 48.



(107)

Continuing southward on the general line of the river bank by the now-famous Elephant Butte reservoir, old trains were often forced back around or through bluffs; "the thorny mesquite making it necessary," wrote Johnston, "to have a pioneer with axes to clear the road", 573. Below Valverde (not identified) the Chihuahuan Road crossed the Rio.

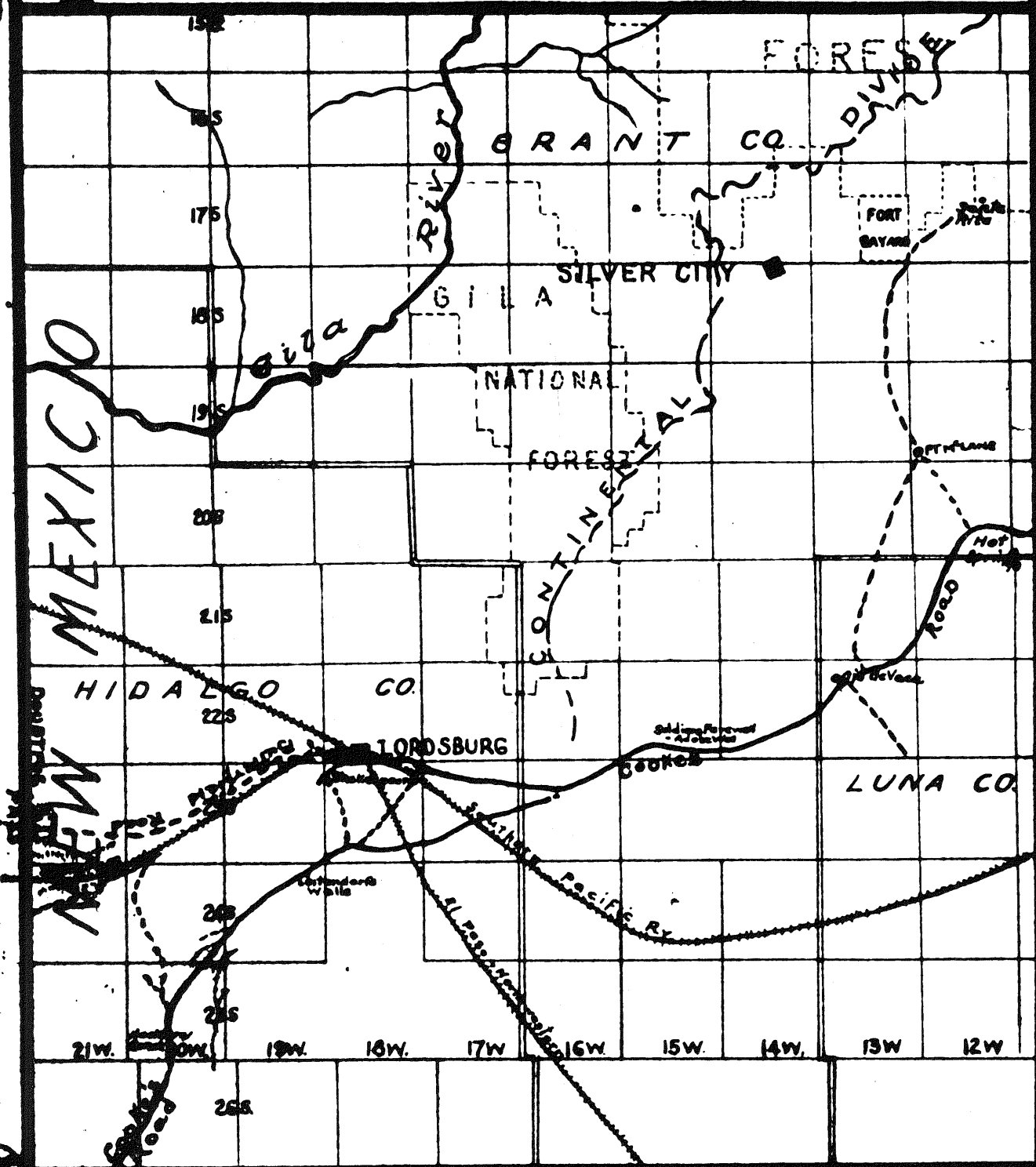
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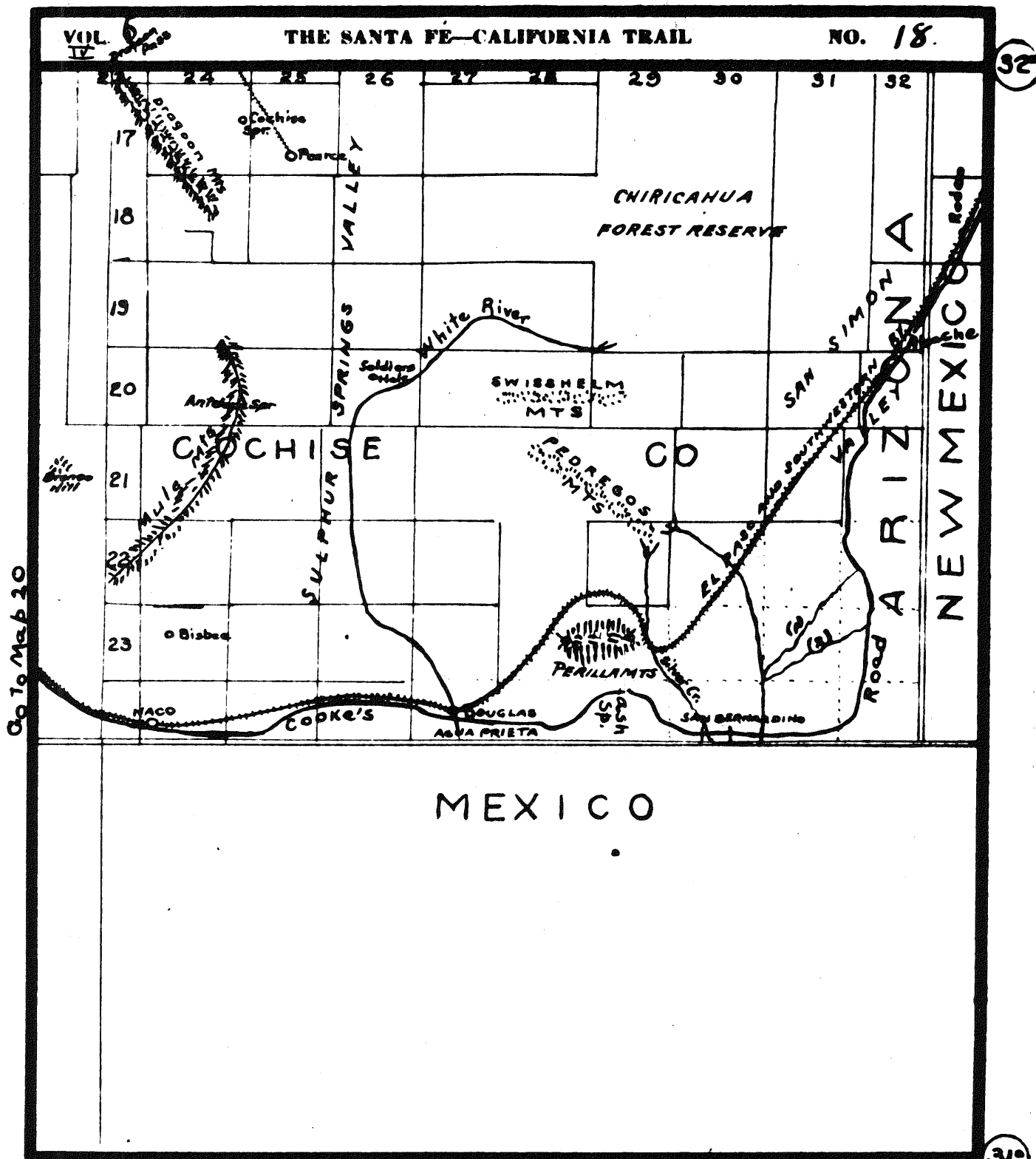
(108) The California Road continued down the Rio To near the later site of Fort Thorn. Doubtless numerous tracks could have been chosen to reach the upland marked by Macho Peak, famous Cooke's Spring (later Fort Cummings) and the Mimbres River. All newcomers commented on the odd physical formations of this highland plain - "a profusion of isolated mountains of volcanic origin." Cooke Report, 553; Journal, 16-19; Hughes, 322; Bartlett, I, 219.

ARIZONA

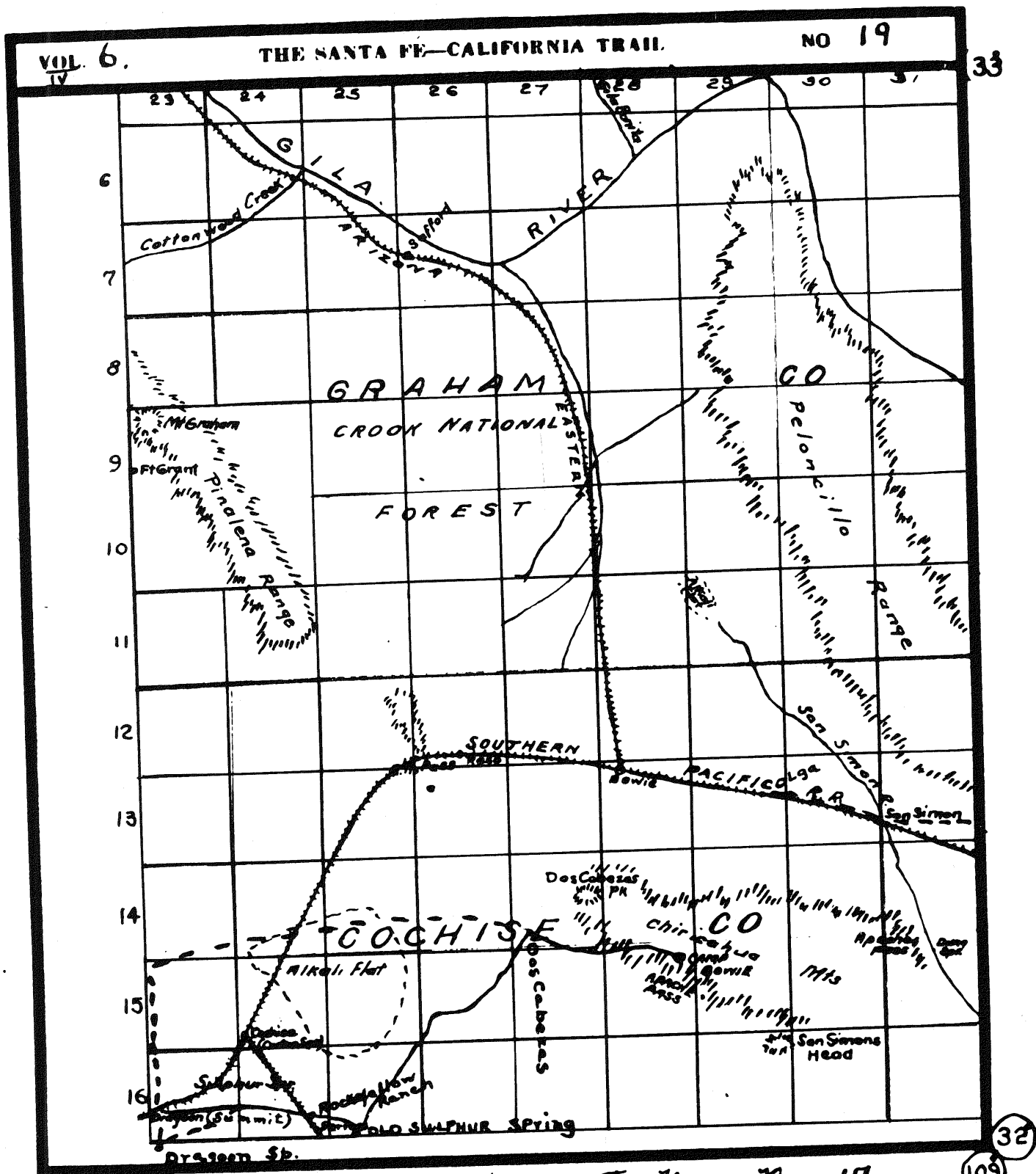
NEW MEXICO



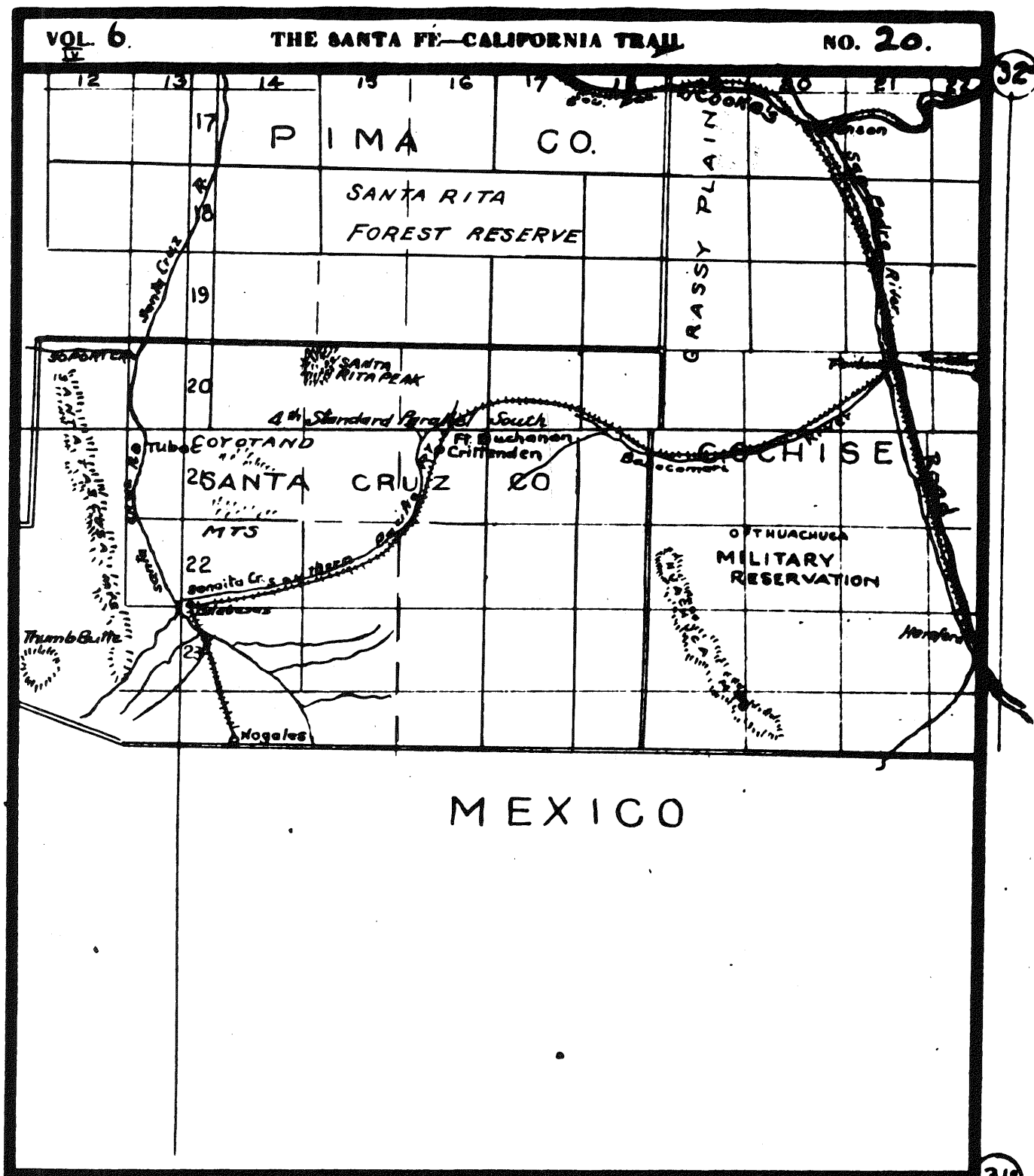
Near the present Hot Springs (Bartlett I, 225)
 the road to the famous Santa Rita mines diverged
 from Cooke's California road. Ojo de Yaca was
 a famous trail-junction (2d. 794). It is believed
 that Cooke passed to the south of present Lordsburg,
 but the later Butterfield Stage Road followed more
 closely the later railway line, tho the Chiricahua
 Range was crossed through "Doubtful Canon" instead of on
 the railroad route thro Stein's Pass. Cooke, "Journal", 26-27.



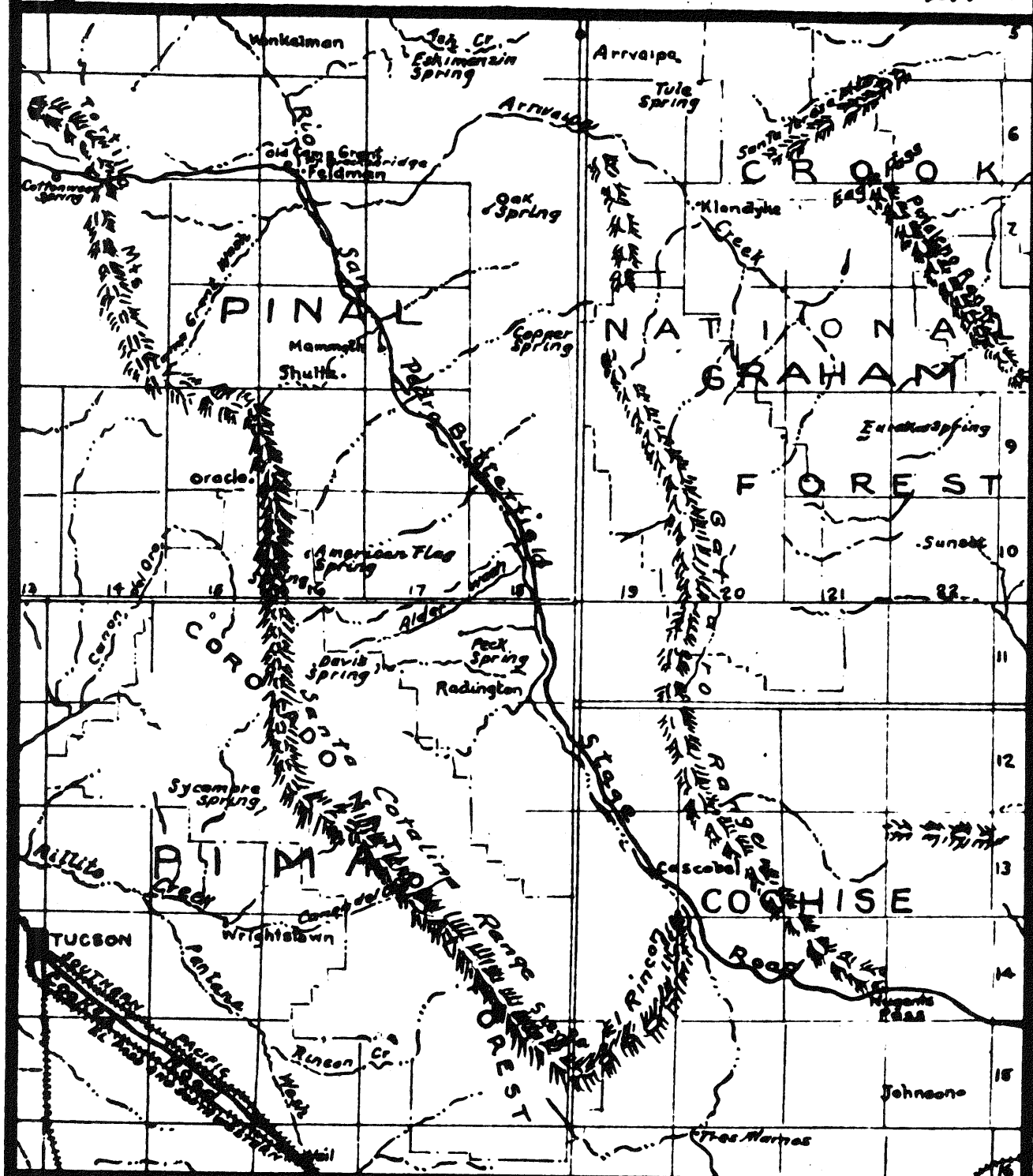
(110) On the track of the Southern Pacific Cooke made the low but rocky summit of Gaudaloupe Pass and, bearing to the south fell upon signs of water. The half-dry washes (1) Black Draw (2) Col. Tonwood Wash, leading to the famous old San Bernardino Ranch: "Report", 555; "Journal", 30. Once having an extent of 200 sq. m. and 80,000 head of cattle, Cooke found it in ruins. The road by Ash Spring, Douglas and Naco practically follows the railway beyond Douglas.



Referring back To Map No. 17
 The hypothetical lines of The Butterfield Stage Road are here inserted. They do not coincide and only the solid line from Camp Bowie to Dos Cabezas to Old Sulphur Spring to Dagoon Summit is of value. The stage station was at Dagoon Spring, not at the Summit, but the dotted line thicker is only speculative.

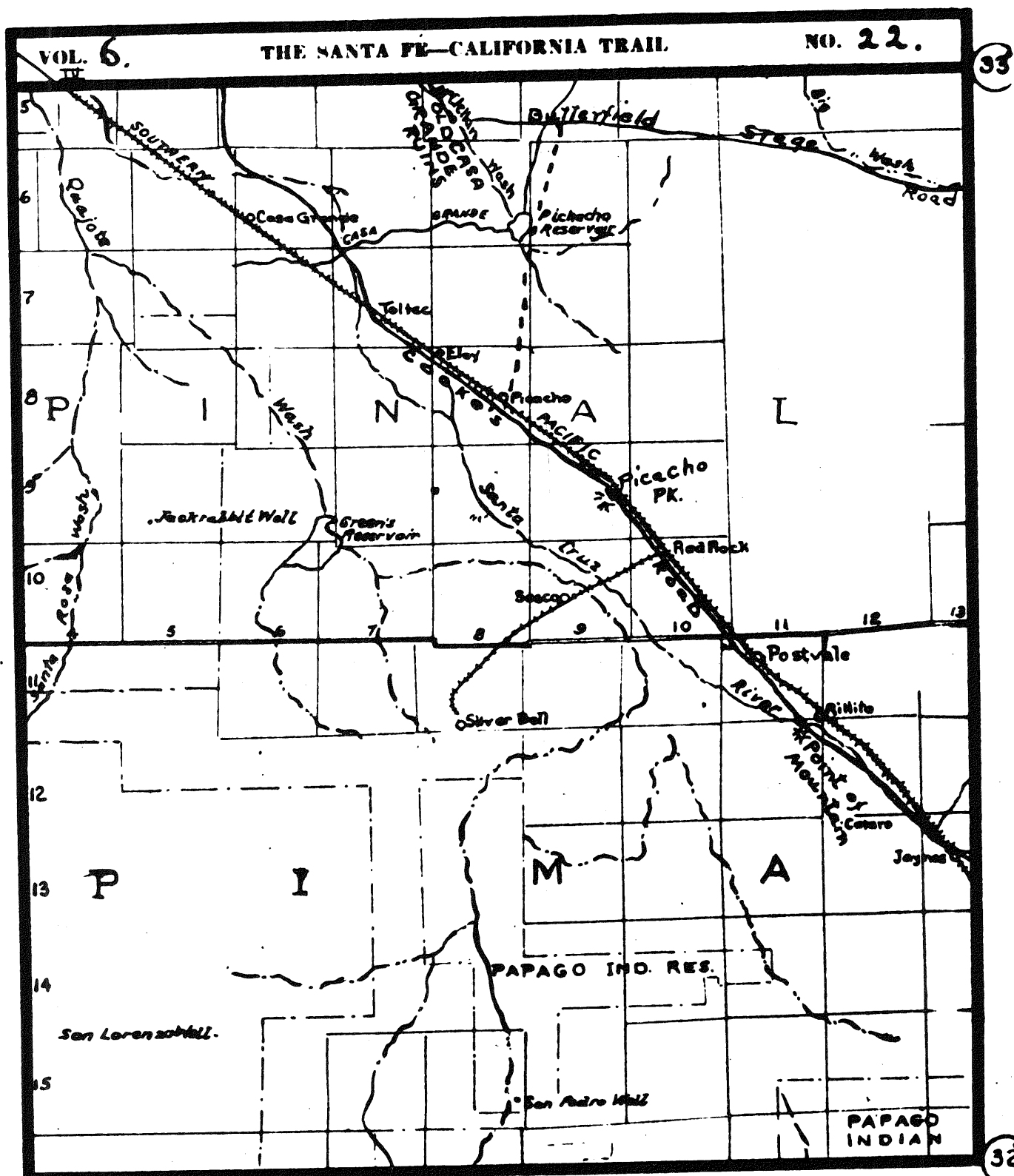


(III) In the vicinity of Hereford Cooke's California Road came upon the first major stream flowing into the Pacific. "Troops of wild horses and cattle seemed to invite attention but... I pushed on," reads Cooke's rather dramatic account of finding the San Pedro, "at a fast gait to the guides, and, after ascending a hill saw a valley indeed... finally, when twenty paces off, I saw a fine, bold stream. There was the San Pedro," *Journal*, 36. The route to Benson is the valley-railway pathway today.

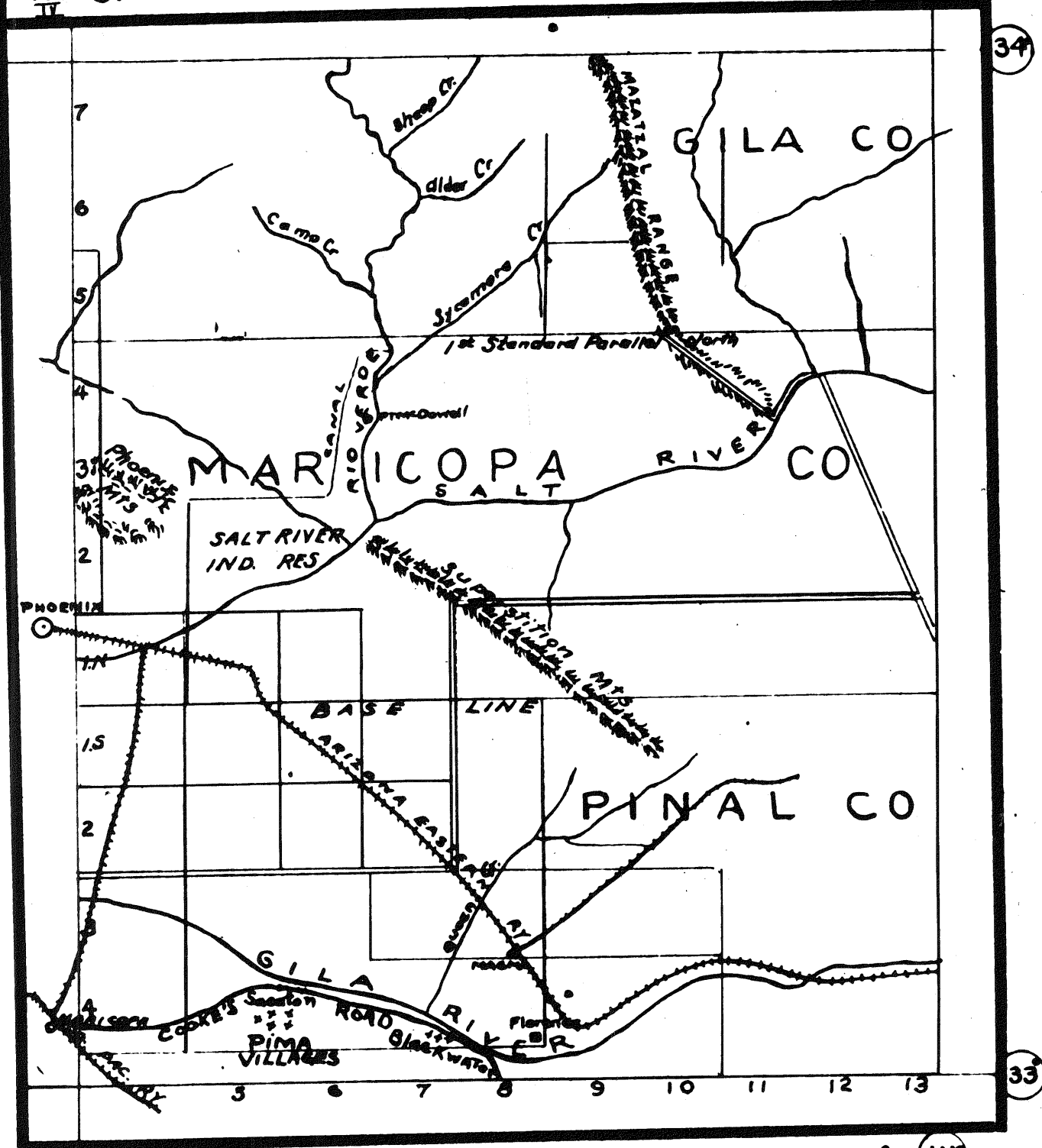


(111) Cook's route from Benson via Yail is practically the railway pathway of today; "Report," 556; "Journal," 38-42. We continue here, from Miguente's Pass, the line of the Butterfield Stage Road with more assurance of accuracy than was true on Map No. 19 from which it is continued, based upon Hall's Map of California. Local study will clarify this section and show other Tucson-San Pedro routes.

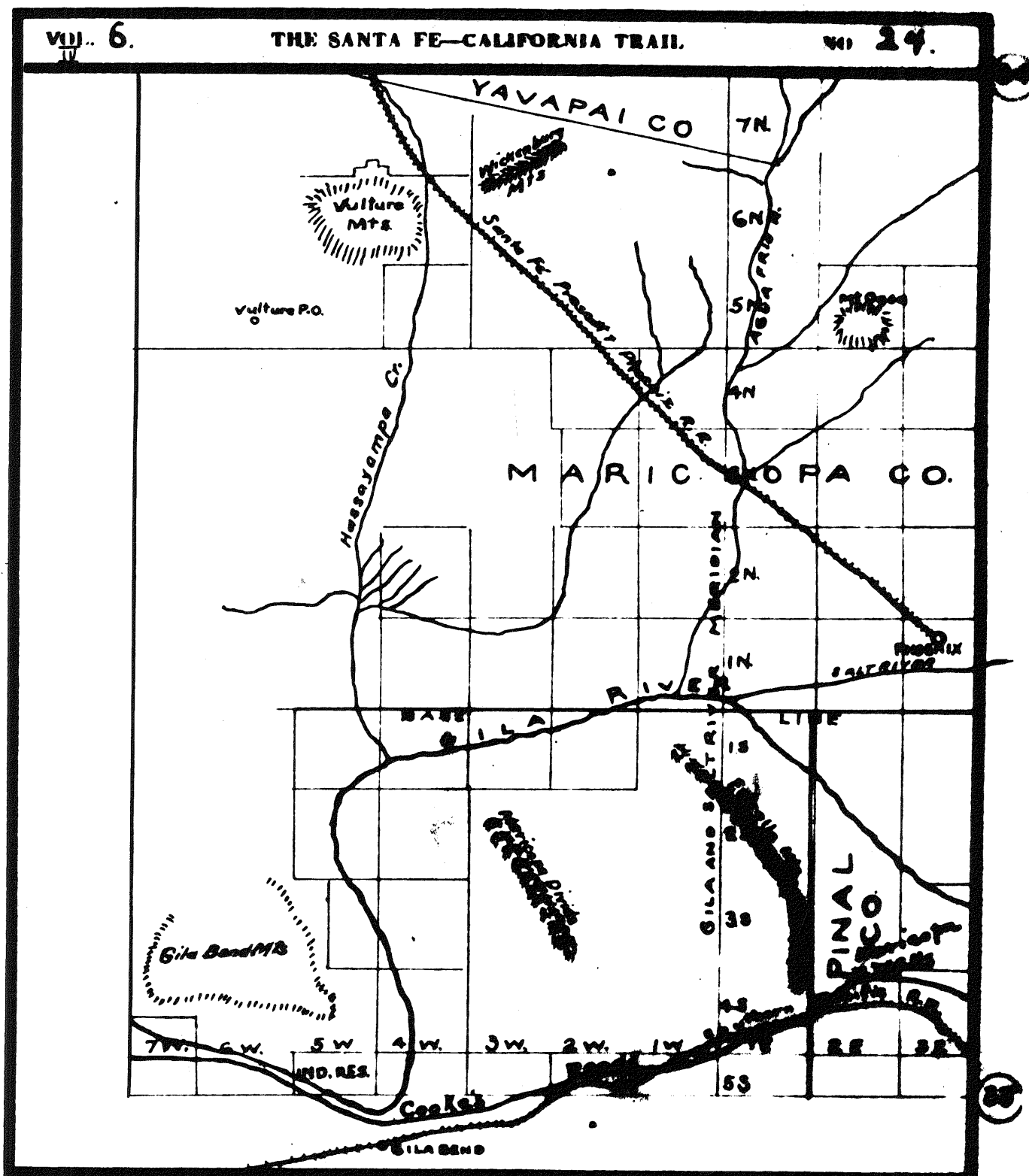
(110)



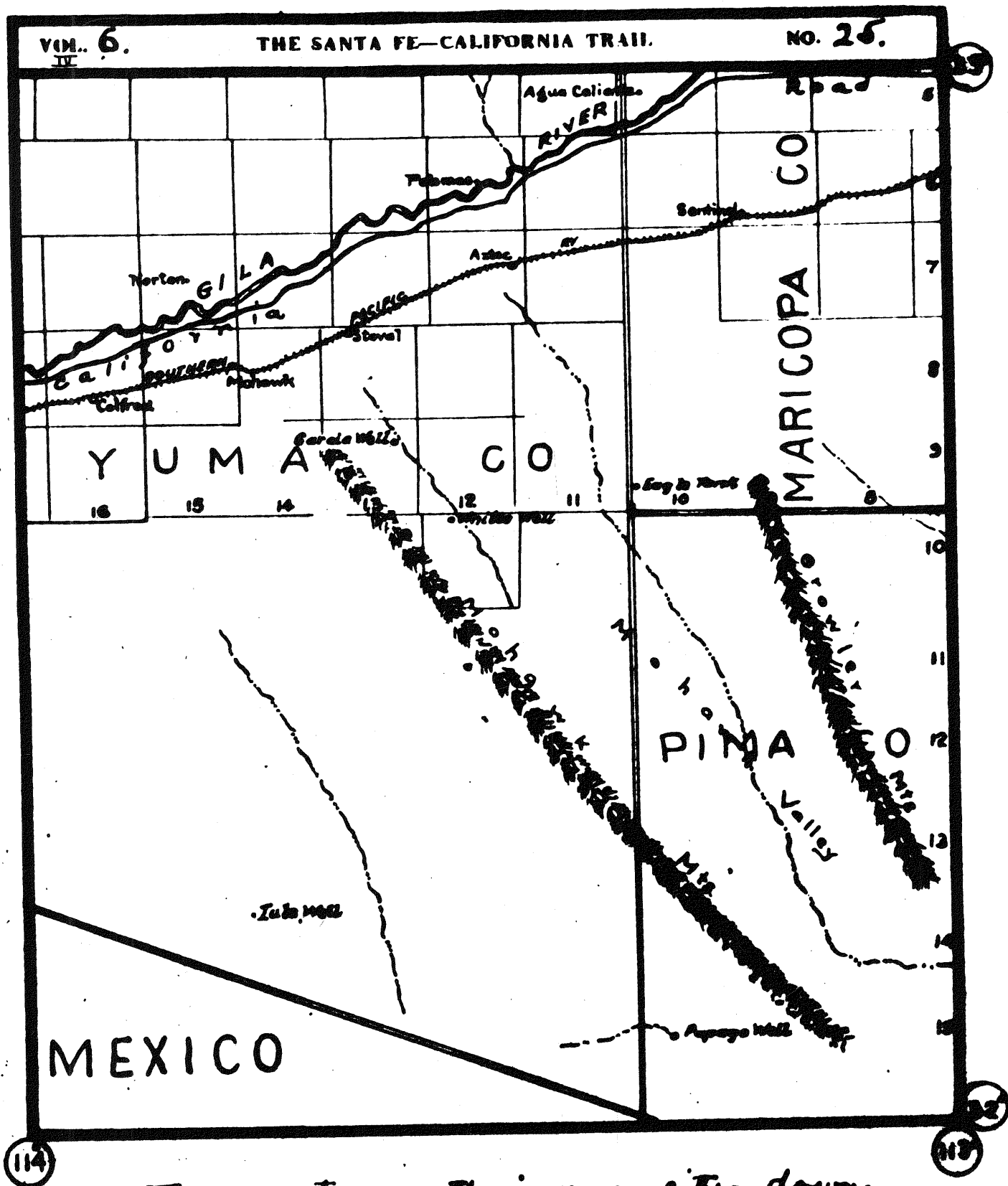
(112) At Tucson, after "a thousand inquiries", Cooke learned of the jornada (literally, "days journey" but applied to any desert stretch of any length) which lay between his train and the Gila River. Water in rocks was promised him at "Point of Mountain", Pico Chico, sufficient for his men; his animals could be supplied from pools about forty-five miles from Tucson: "Journal" 43-49; "Report" 557. The Butterfield Road is marked to Old Casa Grande.



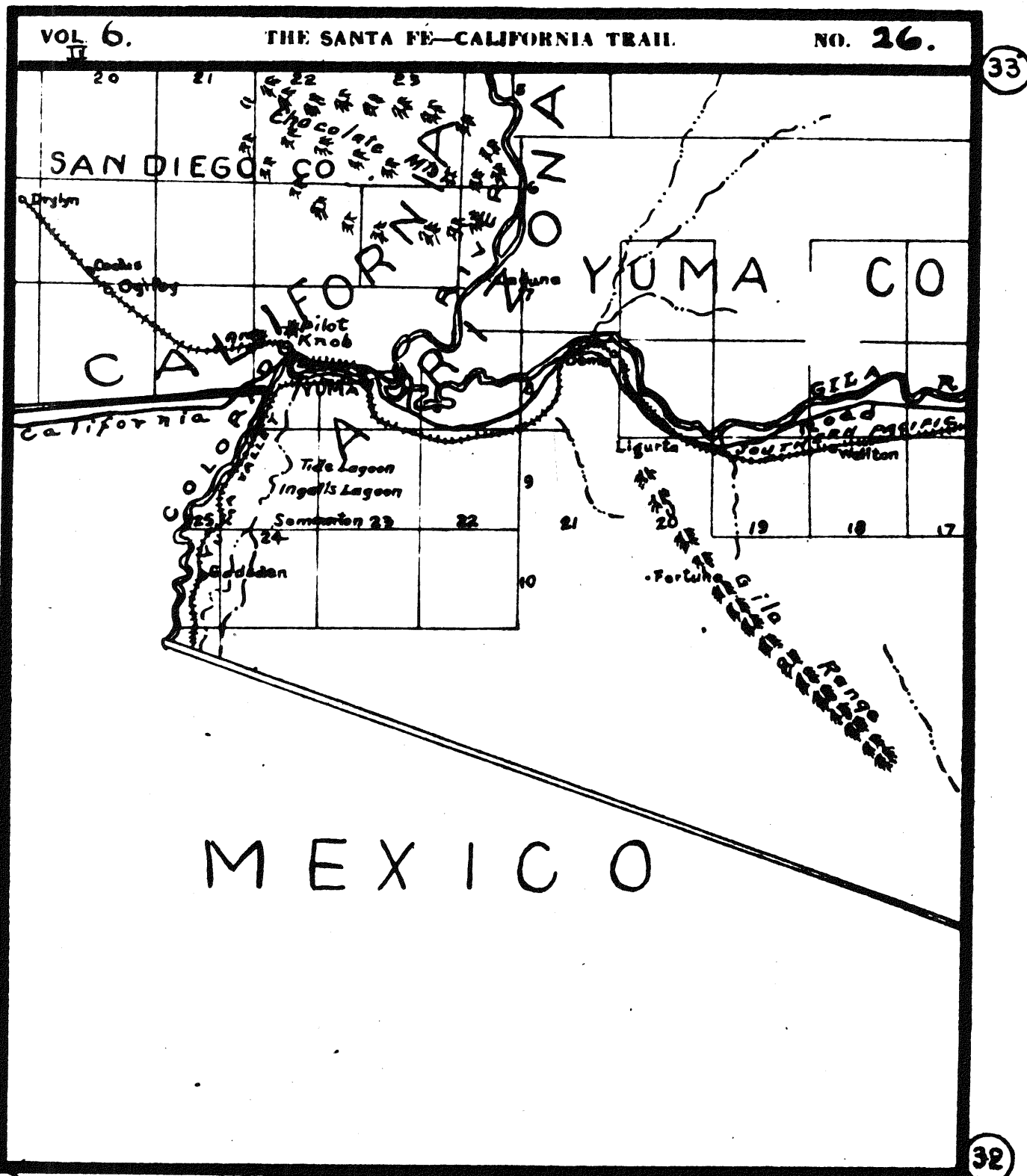
(112) A new world opened to travellers as the (113) jornada was crossed and the rich and far-famed basin occupied by the Pima and Maricopa villages was entered - a land famous for Casa Grandes long before the Spaniard faced this way. Arriving at Maricopa Wells the traveller made ready for another short (40-mile) jornada across a barren waste around which the river makes the famous "Gila Bend". Johnston, 599; Emory, 82; Bartlett, I, 208; Cooke, "Report", 557; "Journal", 49.



Emory's description of the march from the Wells to modern Gila Bend is vivid: "We travelled till long after dark and dropped down in a dust hole near two large green-barked acacias. There was not a sprig of grass or a drop of water and during the whole night the mules kept up a piteous cry for both; 88; Bartlett, I, 210; Cooke, "Journal", 54.



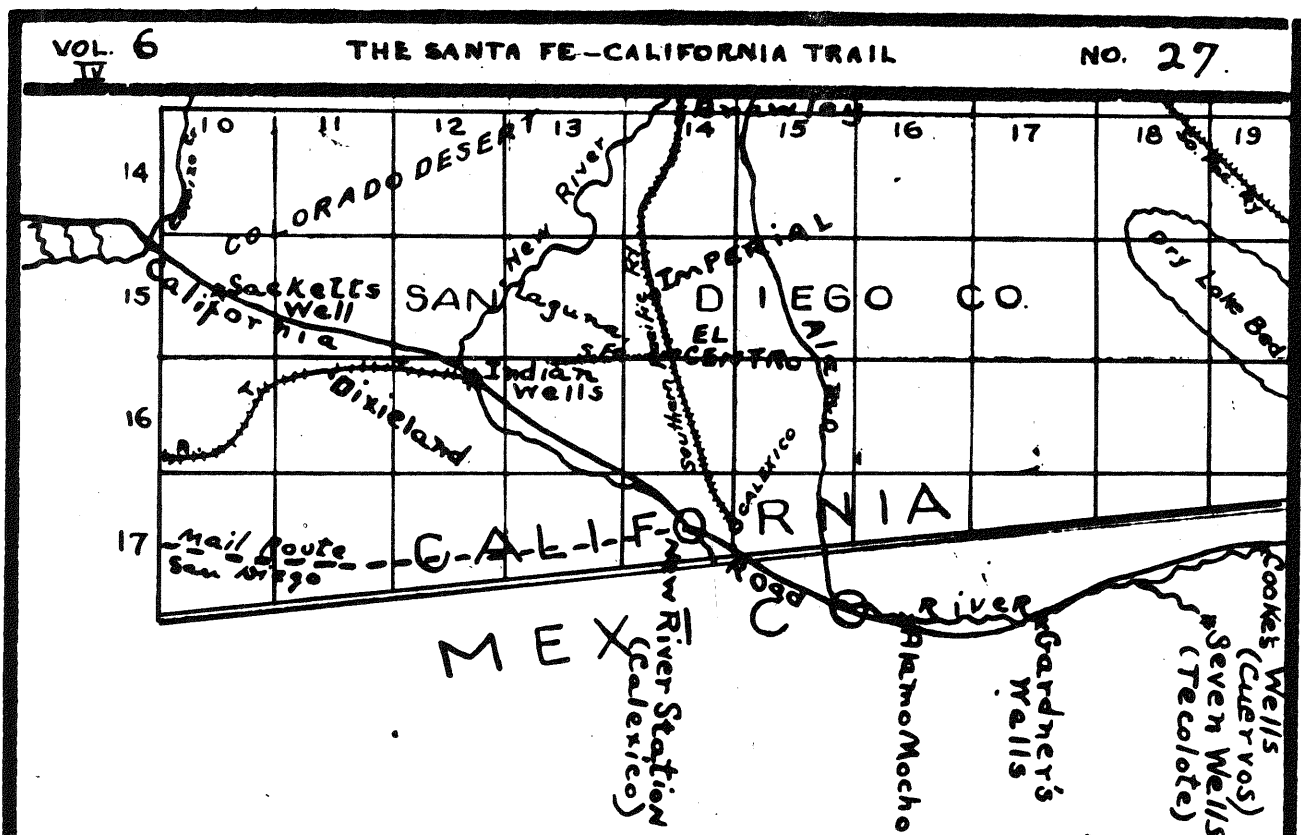
The monotony of the journey either down or up the Gila is perfectly reflected in his brief records kept of such monotonous days. "I feel," wrote Cooke, "as if every day there was to be an experiment or venture — a great difficulty and to be rejoiced then as one day less of such." Here Cooke tried his experiment of floating baggage down the Gila, which proved a failure. "Journal," 56.



(113)

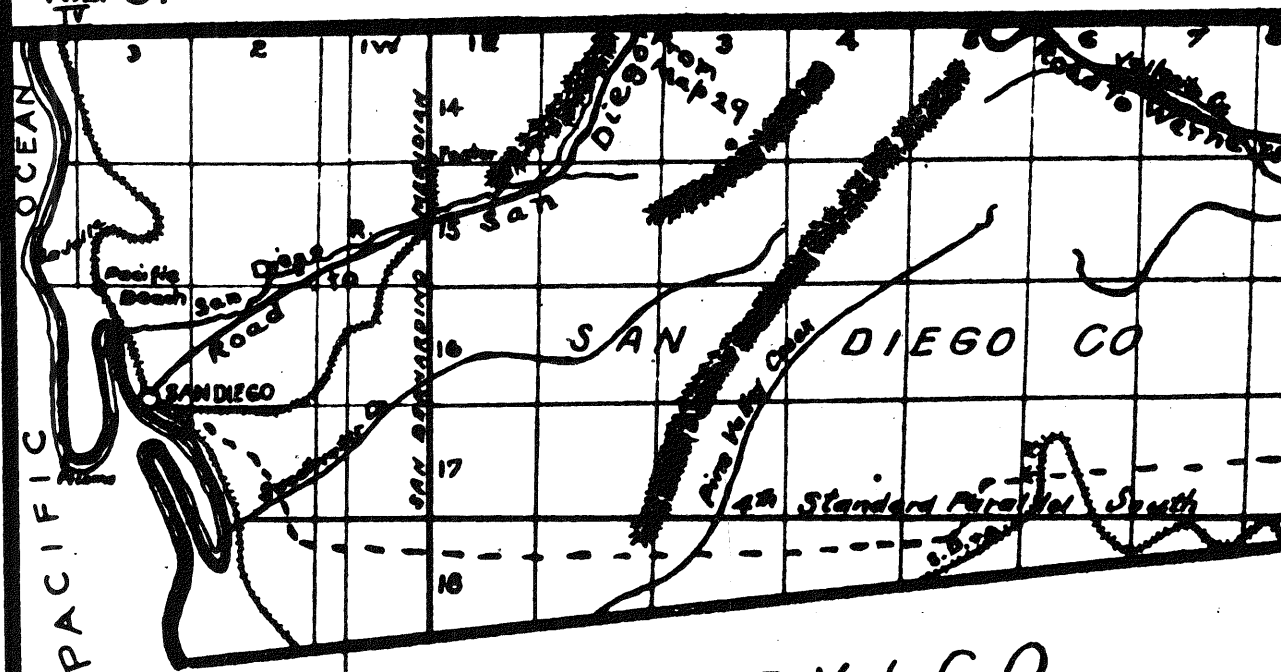
Marcy gives the stage stations on the old stage line from the Bend to Yuma as follows with mileages: Ten Mile Camp, 10; Oatman Flat, 15; (first crossing of Gila) Second Crossing, 25; Peterman's Station, 32; Antelope Peak, 20; Little Corral, 25; Fort Yuma, 16. With our maps in hand it is expected these points will be rediscovered and correctly entered on the revisions. Emory, 89. Johnston, 605. Crossing the Colorado at old Fort

(114)



yuma, the Traveller bade farewell to Pilot Knob, the last landmark of prominence for a hundred miles, and entered the "Colorado Desert." The noted sand-drift tourists encounter today most of the knob averaged, in 1853, forty feet in height, four miles in width and about twelve in length. This formation was impassable. California trails skirted it on either side. Cooke's Road was the most used of these tracks. Its mileages, as given by the U.S.-Mexican Boundary Com-

mission were: 10-12 miles to Algodones (on the river); 15 to Cooke's Well; 28 to Ramo Mocho; 25 to arroyos termed "New River"; 20 to Sackett's Well; 25 to Carrizo Creek. Brown, 74-25; 30; 62; Emory, 100; Bartlett, II, 126-155; Williamson, 109-112; 119; Cooke, "Report," 558; "Journal," 66-72. Car-

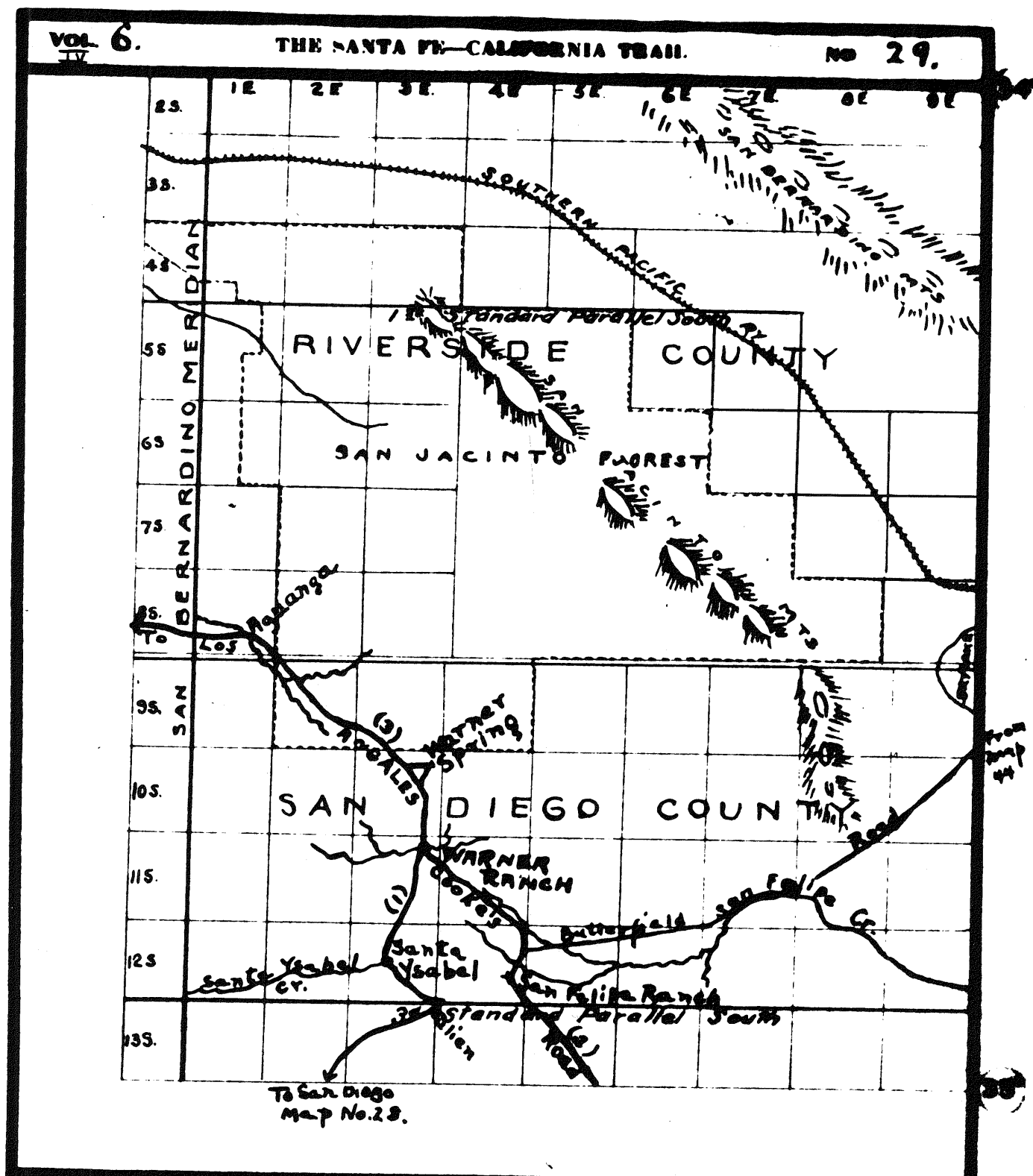


MEXICO

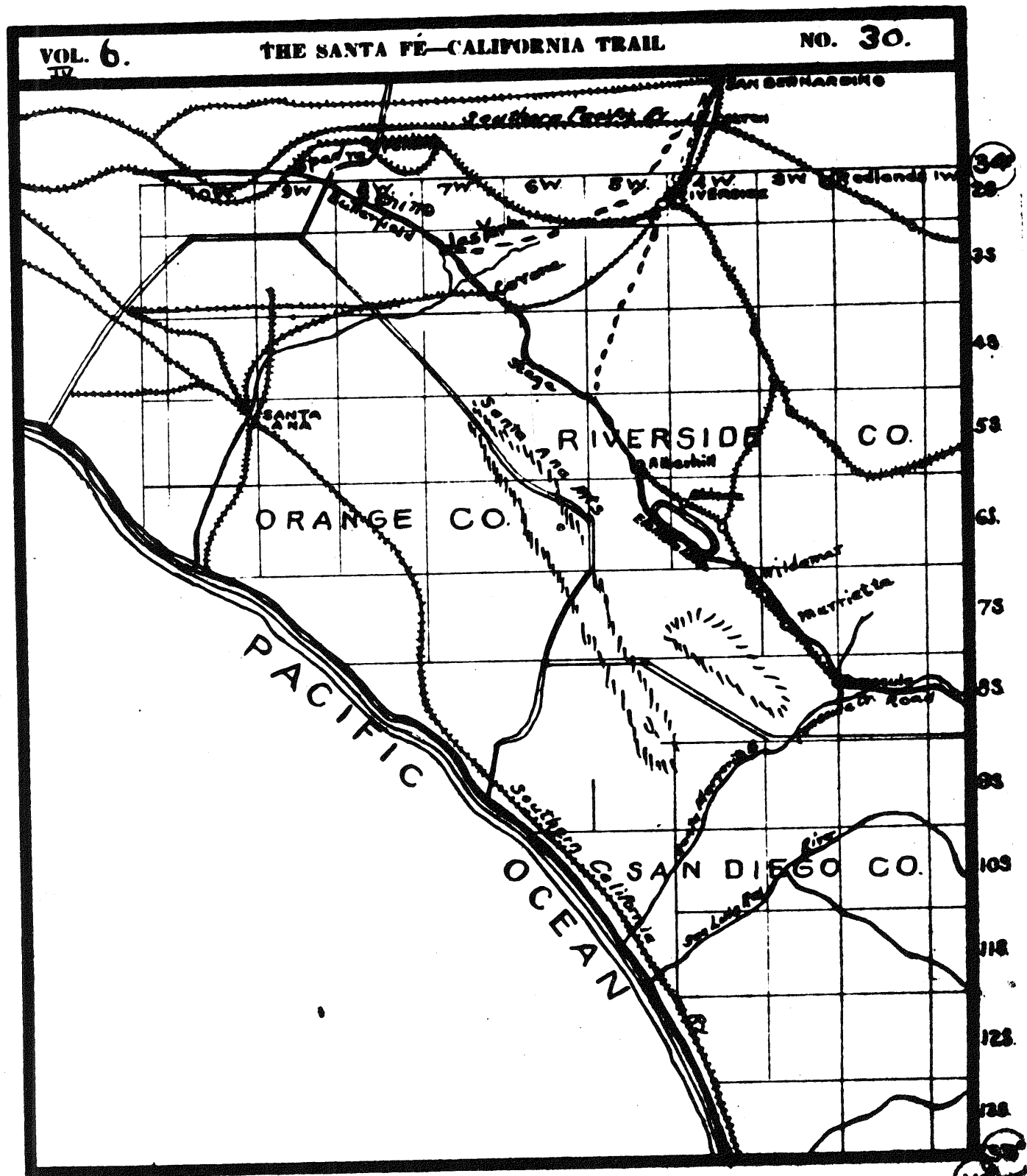
rijo Creek, rising out of the desert (3-9 inches deep, Bartlett, II, 127) and flowing but a mile or two some seasons, and the sulphurous pools of the Vallecito, brought life and hope all out of proportion to their size to the thousands who survived the desert journey. Bartlett's description of the "many thousands" of sheep carcasses by

the Carrizozo "within the space of a hundred

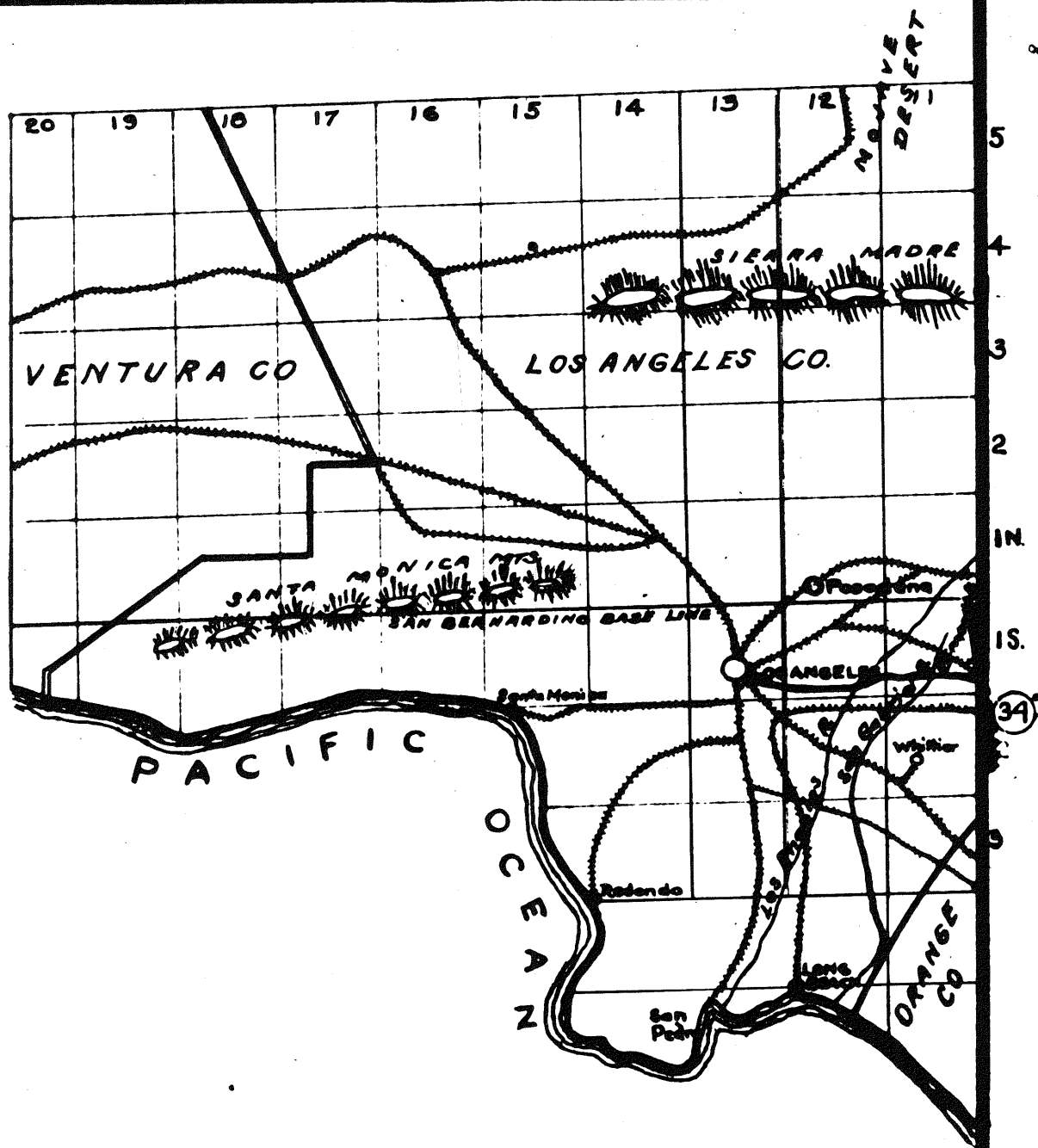
yards" (11?) showed even the succor these poor streams could afford was of no avail. Williamson's descriptions of these valleys is of particular value: 39, 40, 103-5, 107, 172-3. Emory, 103; Cooke, "Report," 559; "Journal" 73; Brown, 40, 42-43, 45; Johnston, 611-612.



(117) Williamson's descriptions go far toward ex- (118)
plaining the records of Emory, Cooke, Johnston and
Bartlett hereabouts. Crossing the ridge between the
Vallejo and Cooke brought his wagons, dismounted, thru
the narrow chasm mentioned in our introductory
"Note". Famous Warner's Ranch, despite its varying
supply of water and forage, was a point of military
importance, with its roads branching (1) to San Diego,
(2) to Fort Yuma and (3) to Los Angeles. For this section
every diarist quoted is replete



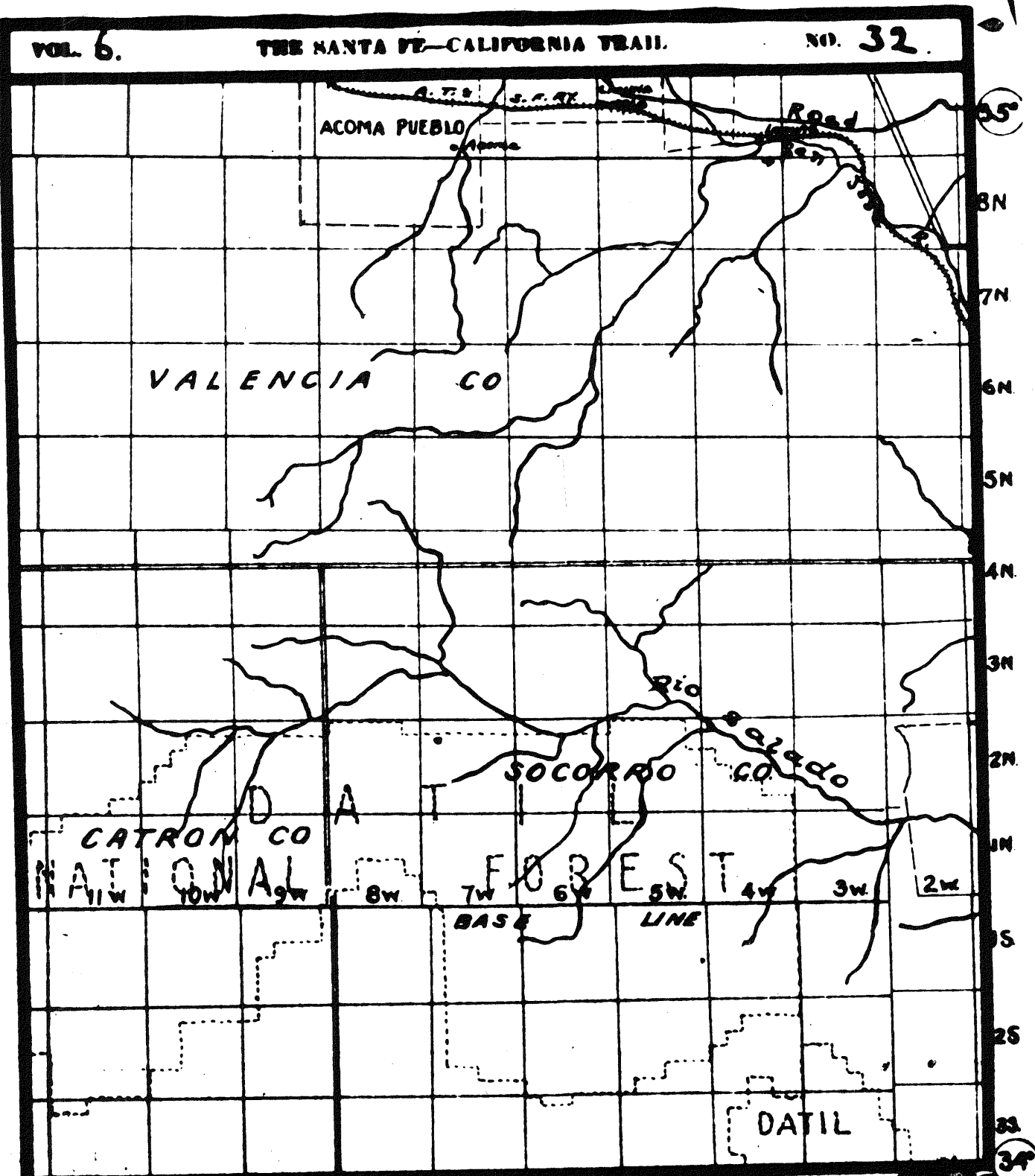
The general course of the continuation of Cook's Road, which became known as the Butterfield Stage Road, is indicated by the old stage stations at Temecula, Corona etc. In the revision of these maps it is proposed to give this section of the old route in California in new maps on a



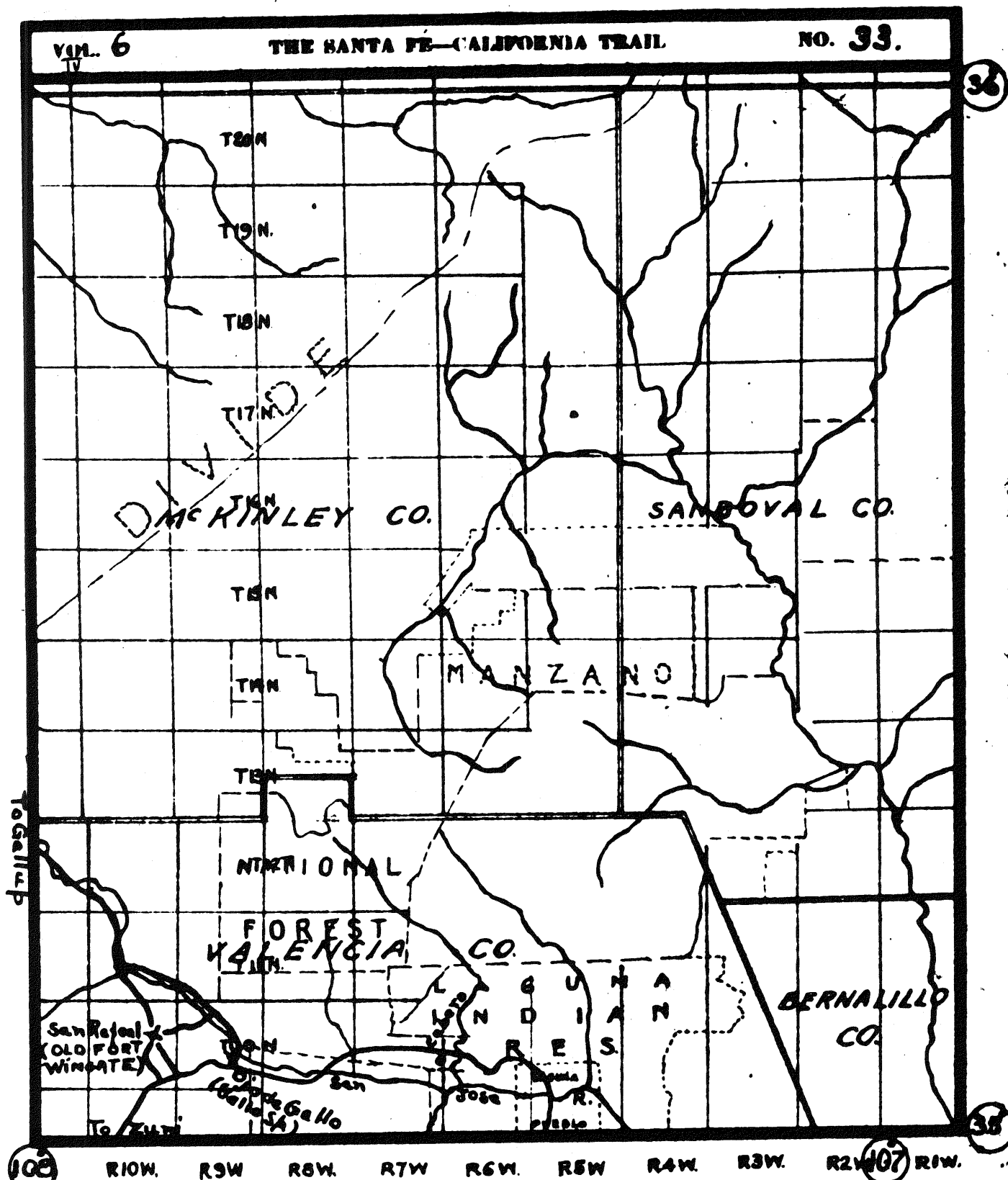
larger scale to show the course of the road in detail by town and ranch. One interesting effort to trace the Butterfield route in California was that by George Law, Touring Topics, February, 1927.

The Zuni-Mohave Route.

Turning back to Map 13 the Zuni-Mohave Route will be found turning westward from Albuquerque. It is continued on the following maps. It was the route of Col. Beale's camel train and from that officer's diary we have the most explicit of all the records of the experiment fostered by Secretary of War Davis to conquer the American arid plains with such beasts of burden. For that reason we quote some paragraphs from the spicy Beale journal.



(103) The "North Road" from Santa Fe to California (cont. from Map No. 13) "over the hills out of Albuquerque", to the old resting station "Puerco" (22d.) on that river, and on to Laguna pueblo on the San Josa, presented its greatest difficulties east of the Colorado in the sand hills on the first eighteen miles. To Col. Seale's camels it was nothing but it took "oil of foot" (Journal, 32) to make their Turkish and Grecian drivers earn full pay: Report, 34, 86; Whipple, Itinerary, 58.

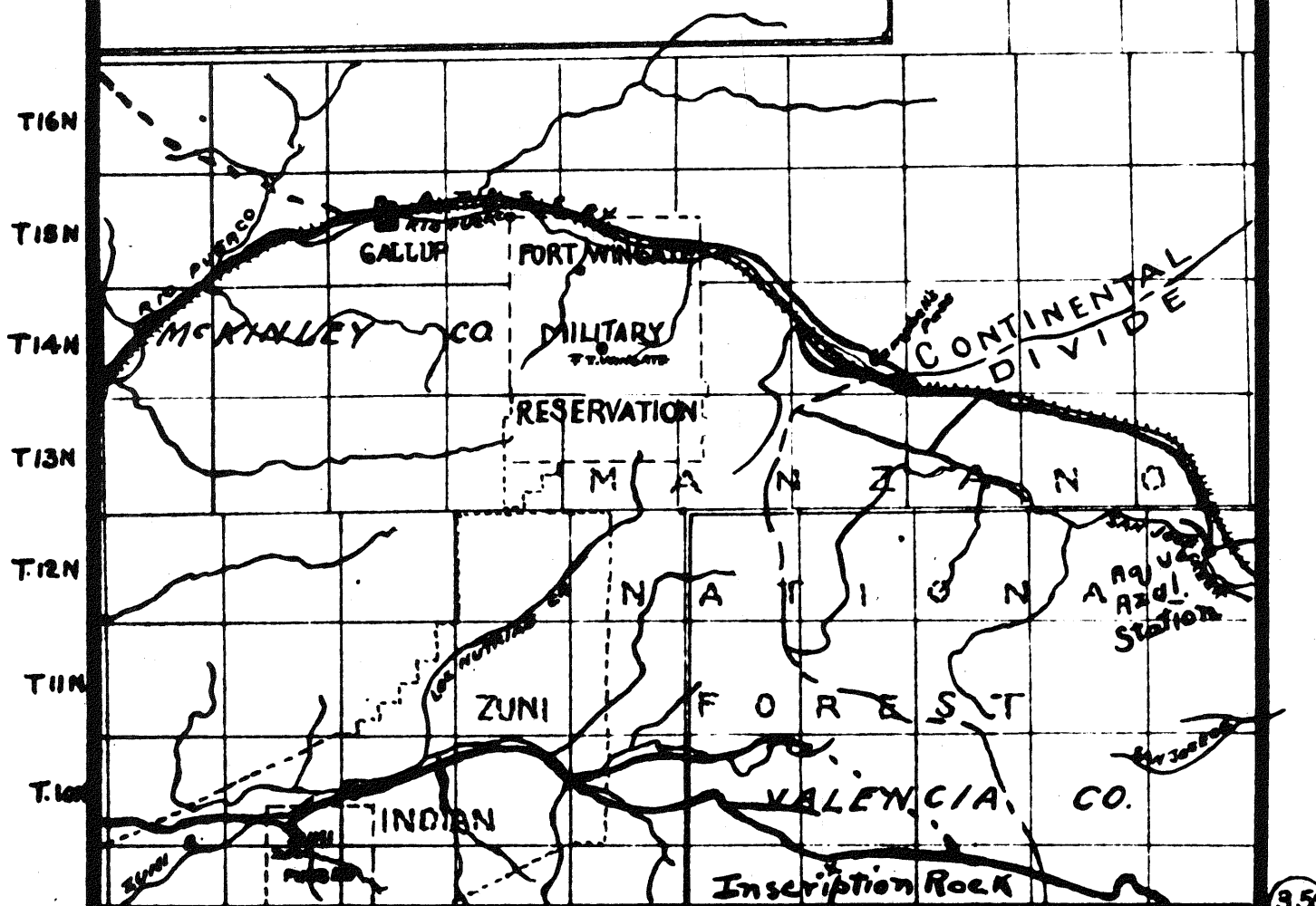


R10W. R9W. R8W. R7W. R6W. R5W. R4W. R3W. R2W. R1W.

Passing Laguna "Sheep Springs", old Corro, now Cabero, and Ojo de Gallo offered watering and camping places. Beale, "Report", 35; "Journal", 4, 33; Whipple, "Itinerary", 58-62; Marcov, 146-7. Riding the line on his favorite white dromedary "Seis", Beale covered twenty-seven miles in three hours, half the time a corn-fed mule would have taken; while the grass-fed camel had to be held in with rope tied to his lower jaw. Beale's

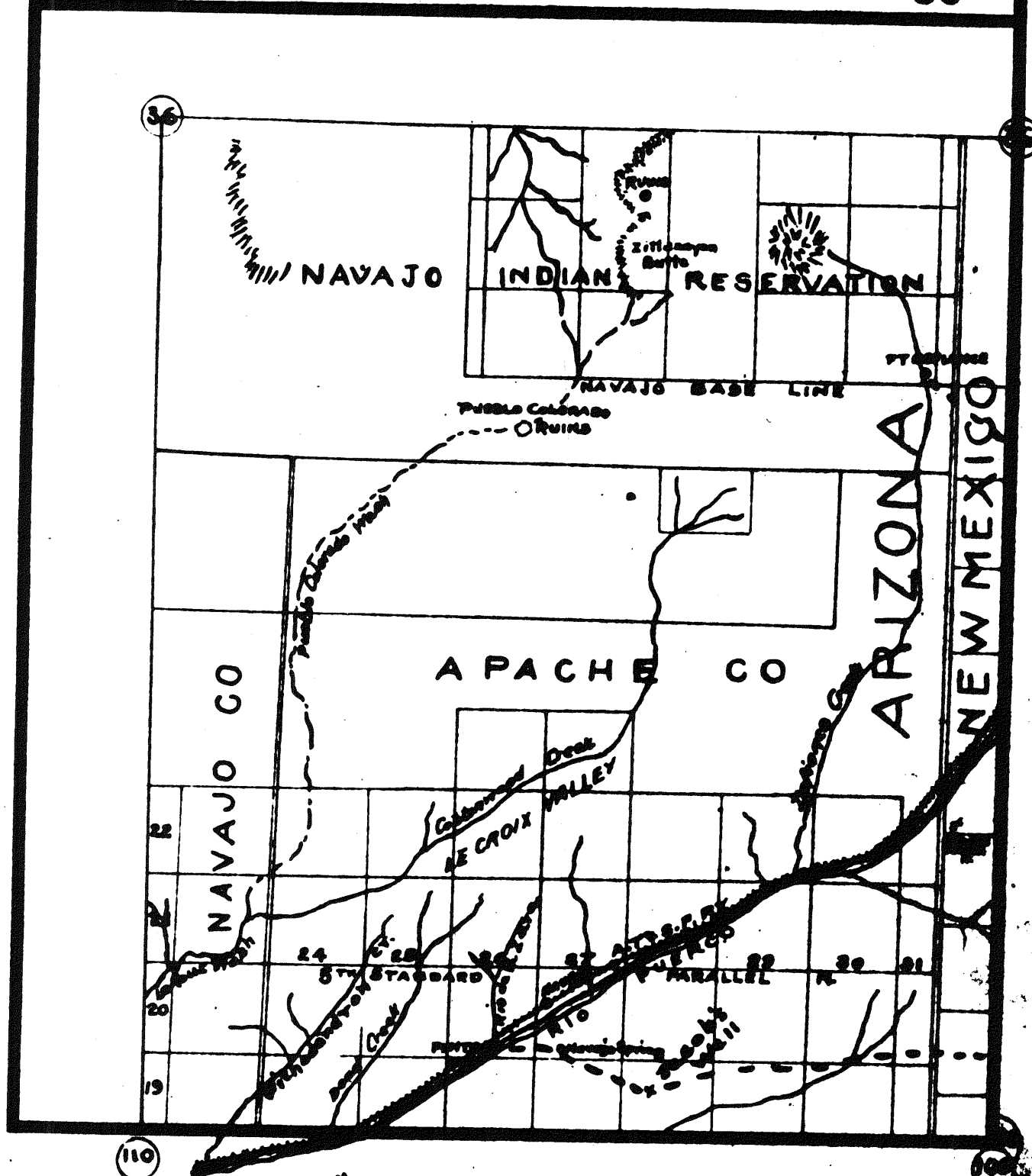
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NAVAJO INDIAN RESERVATION

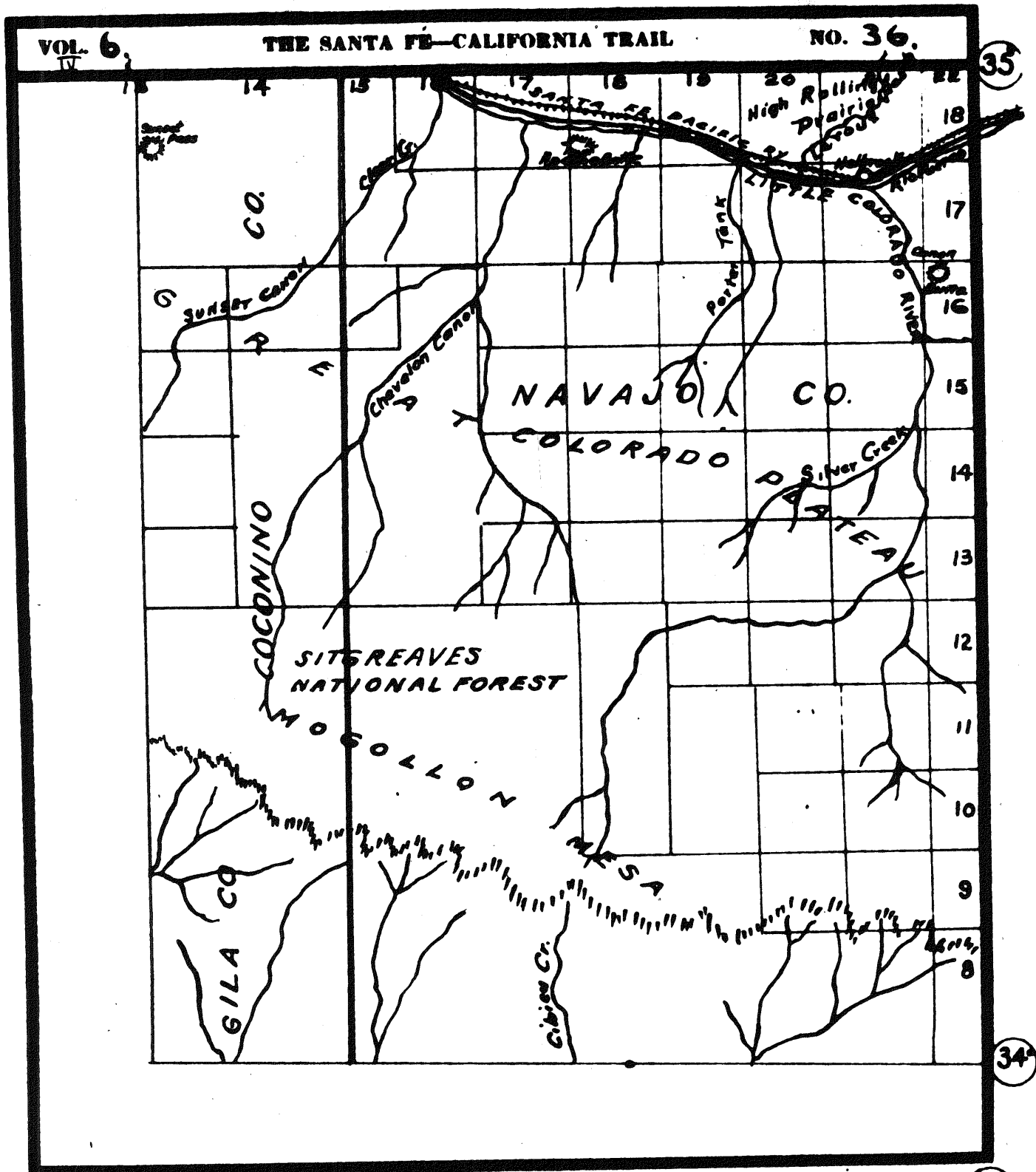


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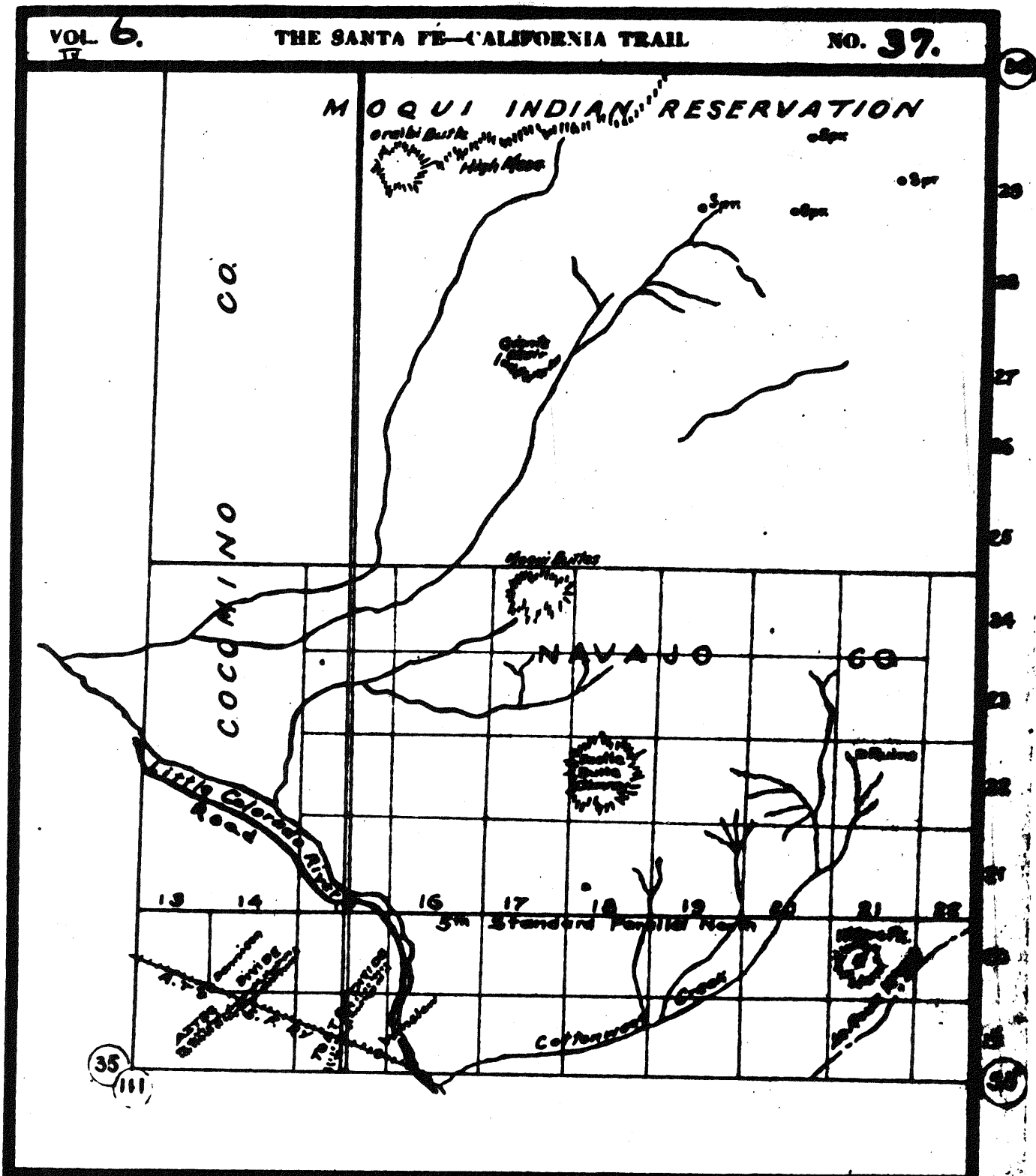
109 R.20W R.19W R.18W R.17W R.16W R.15W R.14W R.13W R.12W 108
 Road" turned S.W. from Ojo de Gallo for old Zuni, but the camel train detoured to that place by way of the modern road to Campbell's Pass and Gallup and old Fort Defiance. Passing "Inscription Rock" in R.14 (Beale, "Report" 36, 86; Whipple, "Itinerary", 63), famous Zuni was reached by the (earlier) regular road. That interesting pueblo is described at length by all our cited authorities. For Gallup route: Beale, "Report,"



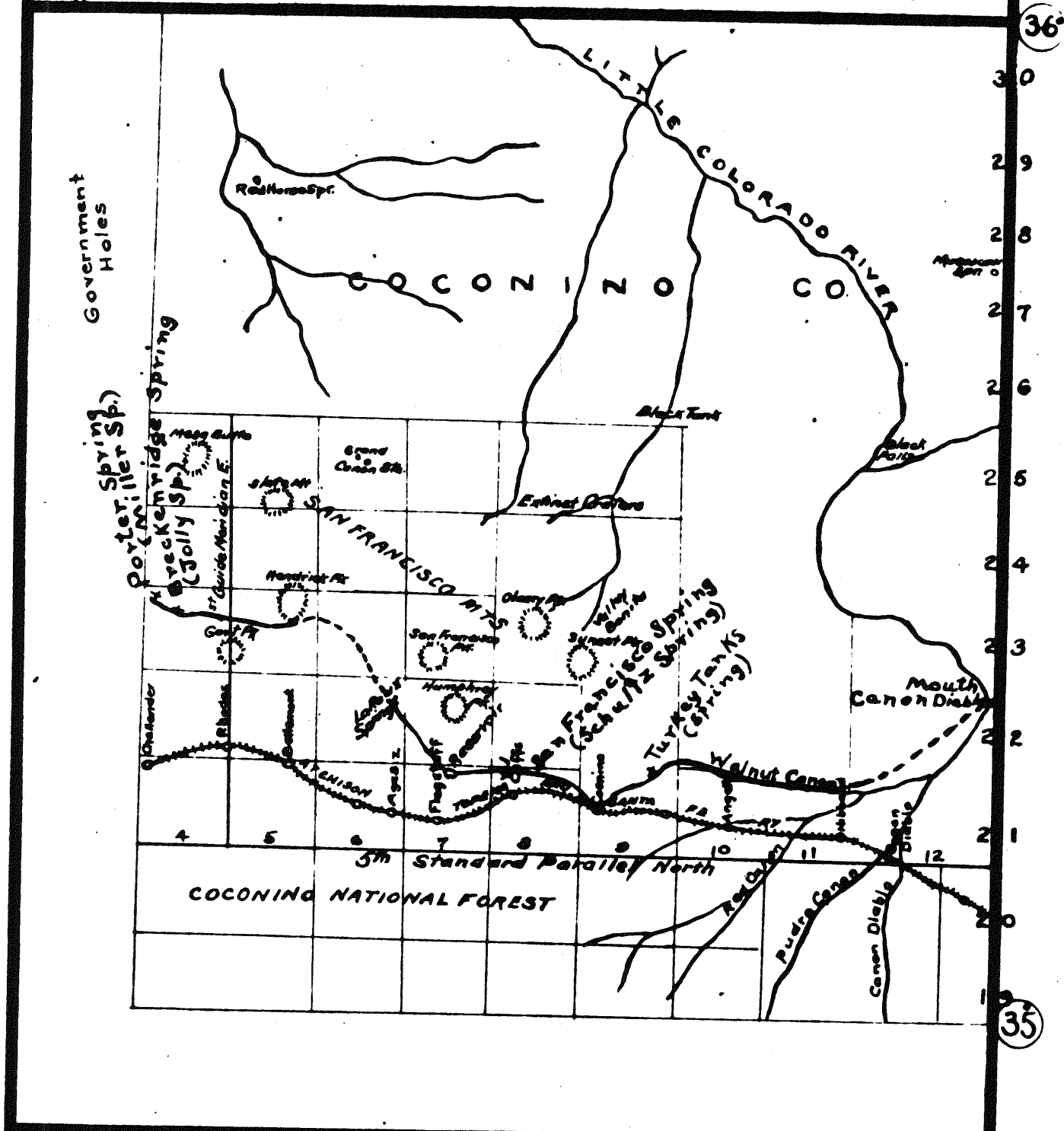
35-36, 56; Whipple, "Itinerary", 62-63. Records to the Little Colorado are repeated (Beale, "Report", 34-41; "Journal", 4; Whipple, "Itinerary", 73-78) but we are compelled to give only a dotted line for the road, lacking reliable data of exact nature. In returning from Fort Defiance to Zuni Beale studied Aubrey's "mescal notes" and tried to reconcile them with the very imperfect maps of the wilderness, but profiting nothing. The editor of



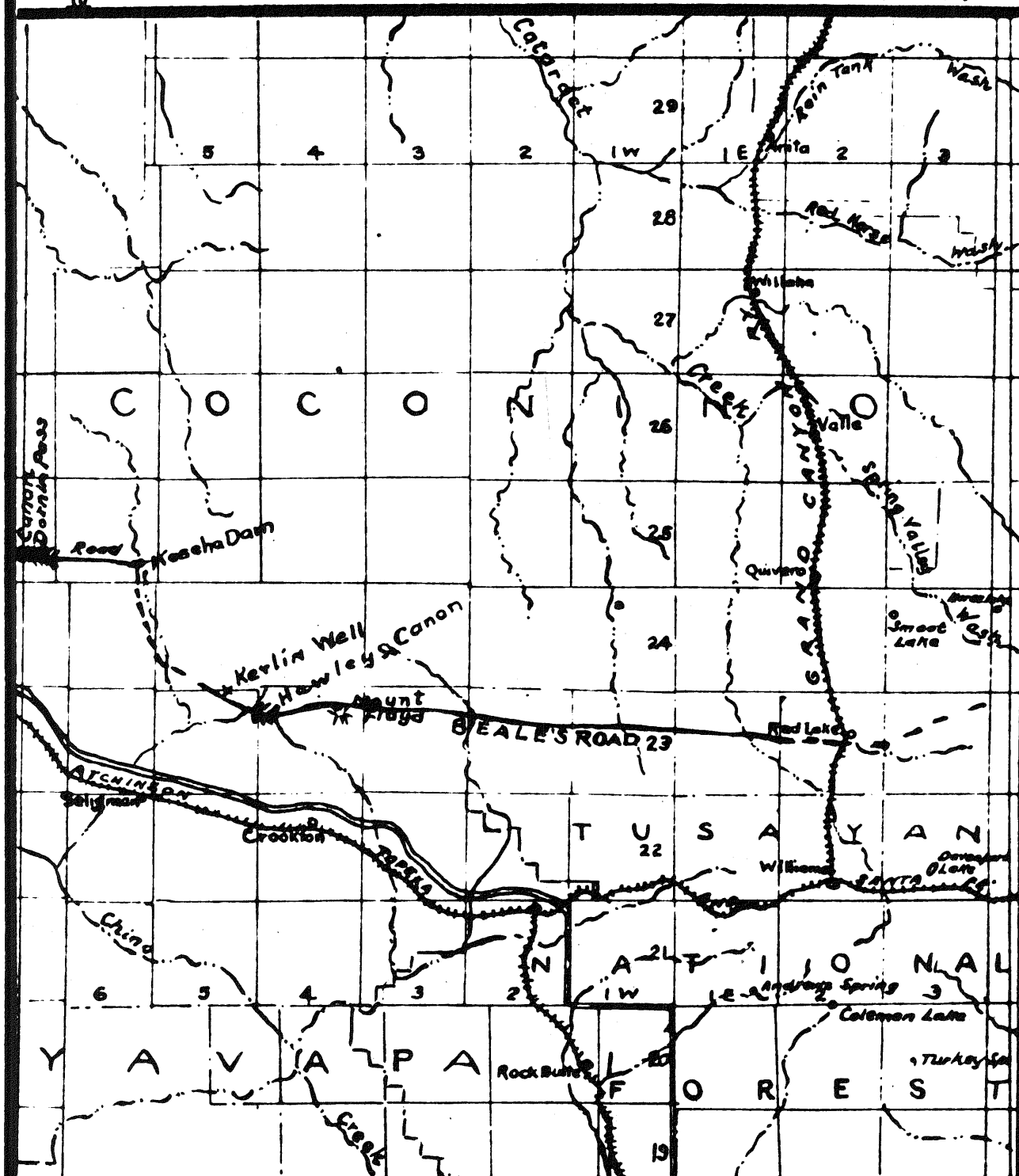
(110) The present Series appreciates his difficulties. The Valley of the Little Colorado at Holbrook greatly interested army officers with its "evidences which its ruined pueblos afforded of a dense population once sustained here -- The abode of a race whose very name has passed away": Beale, "Report", 42-43. But here, too, the very name "Spache" had once caused the same trepidation that had been felt far to the southward on the San Bernardino Ranch (Map No. 18).



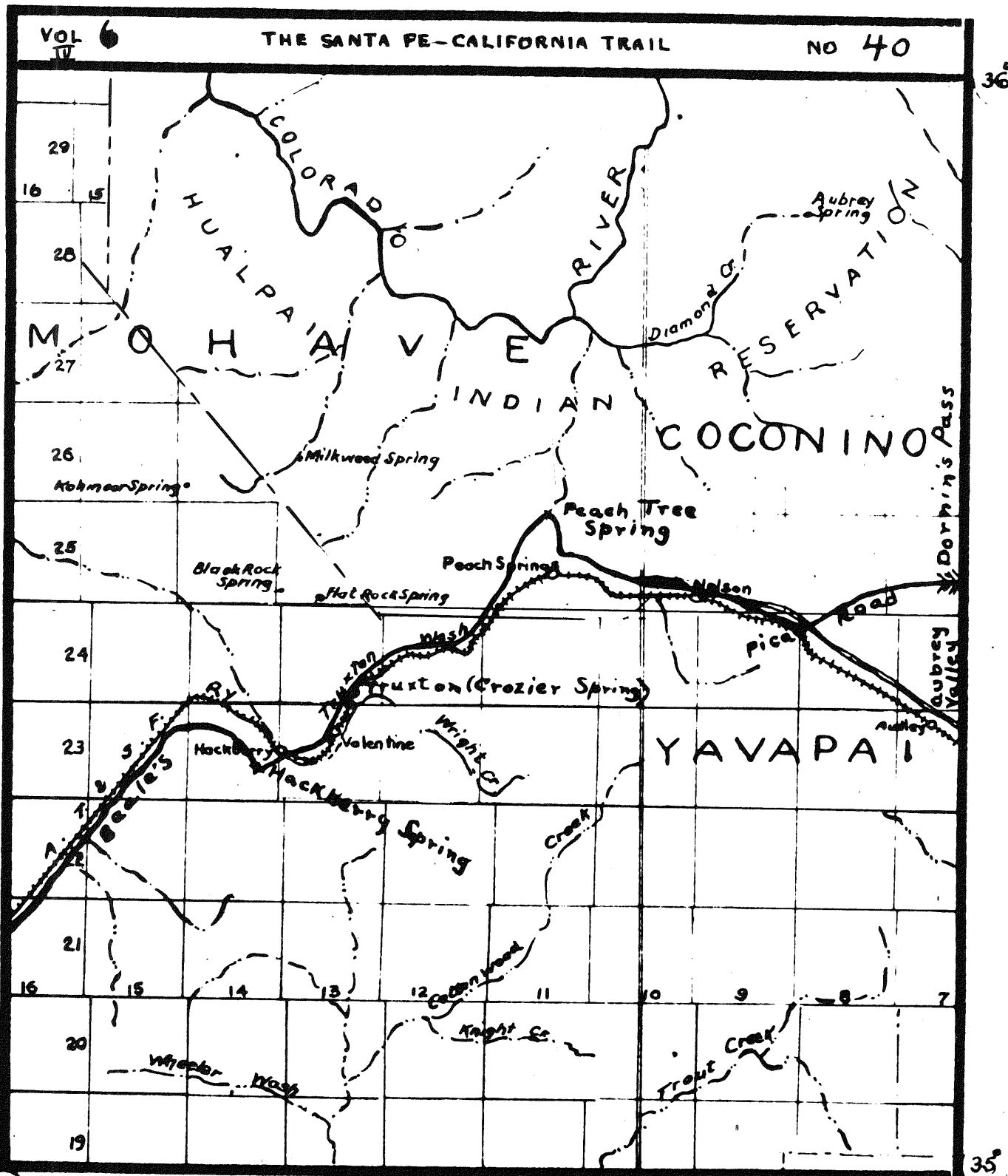
Before the valley of the Colorado Chiquito had been descended to Canon Diablo the men of the famous camel train were a unit in the praise of their curious beasts of burden. "They are so quiet," wrote Beale; "sometimes forget they are with us. They pack their heavy loads of corn [750 lbs. each] of which they never taste a grain... without complaint... not a man in camp but is delighted with them." Report, 44. The view of San Francisco Peak dominates the view.



(112) Our solid line shows Beale's Road where local information and our diarists' accounts coincide; elsewhere conflicts remain to be cleared up on revision. This delightful San Francisco Peak country interested every analyst: Beale, Report, 43-45; "Journal", 4; Marcov, 153. The Whipple Party of 1853 gave to the region such historic names as Canon Diablo ("Itinerary", 78), Cosnino Caves (Id. 81). Beale named Government Pk. "Mt. Sitgreaves", but the name has been transferred.



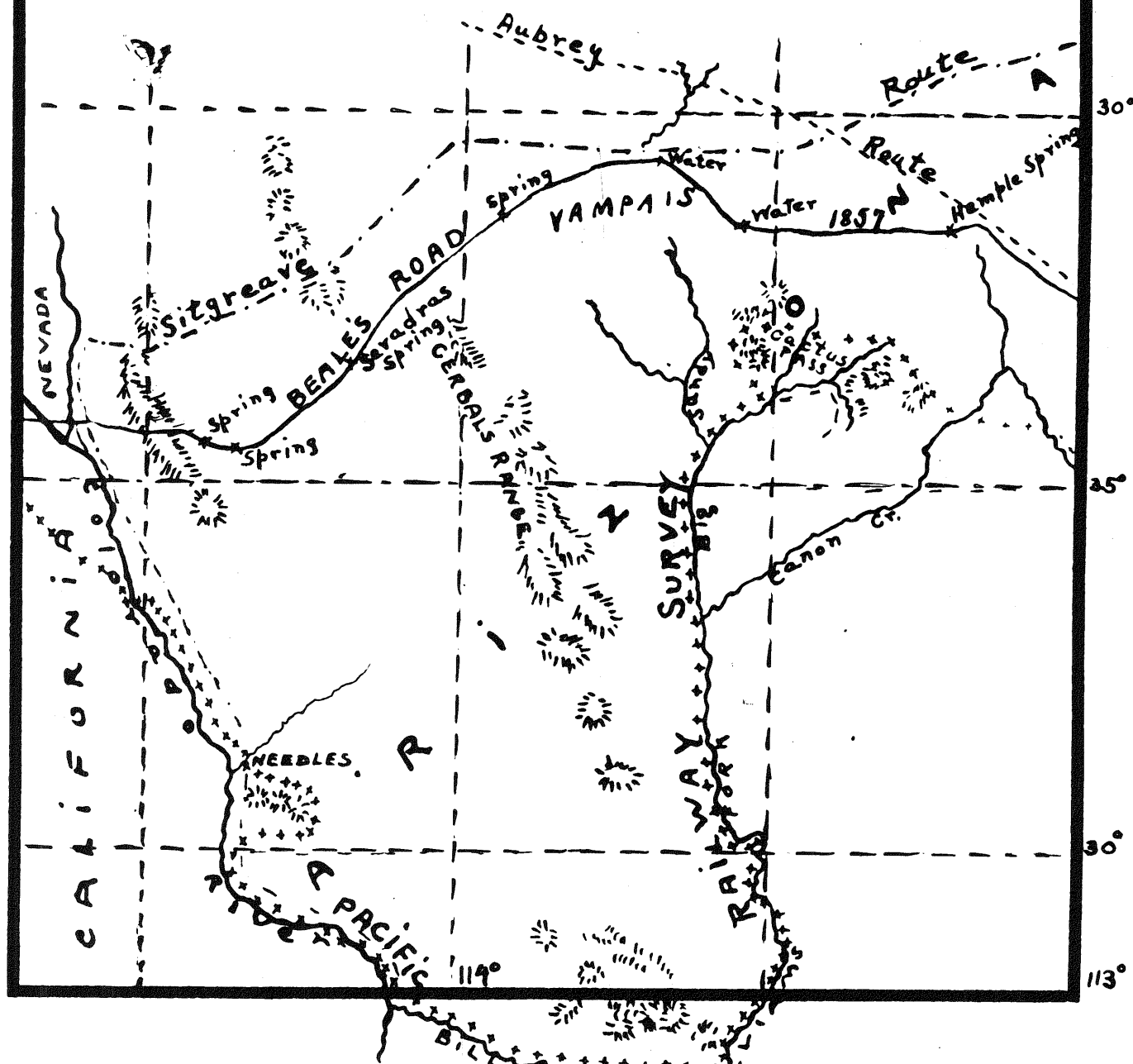
(113) Hardly more than one-fifth of the old road in this section of Coconino County can, as yet, be laid down with any satisfaction. For Kerlin's Well and Hawley's Canon, Beale's "Report", 52. For the confused marching and countermarching of the Camel train herabouts see Beale's "Journal", 54 seq. The task seems to have been to keep to the dividing ridge between northward and southward flowing streams and find water.



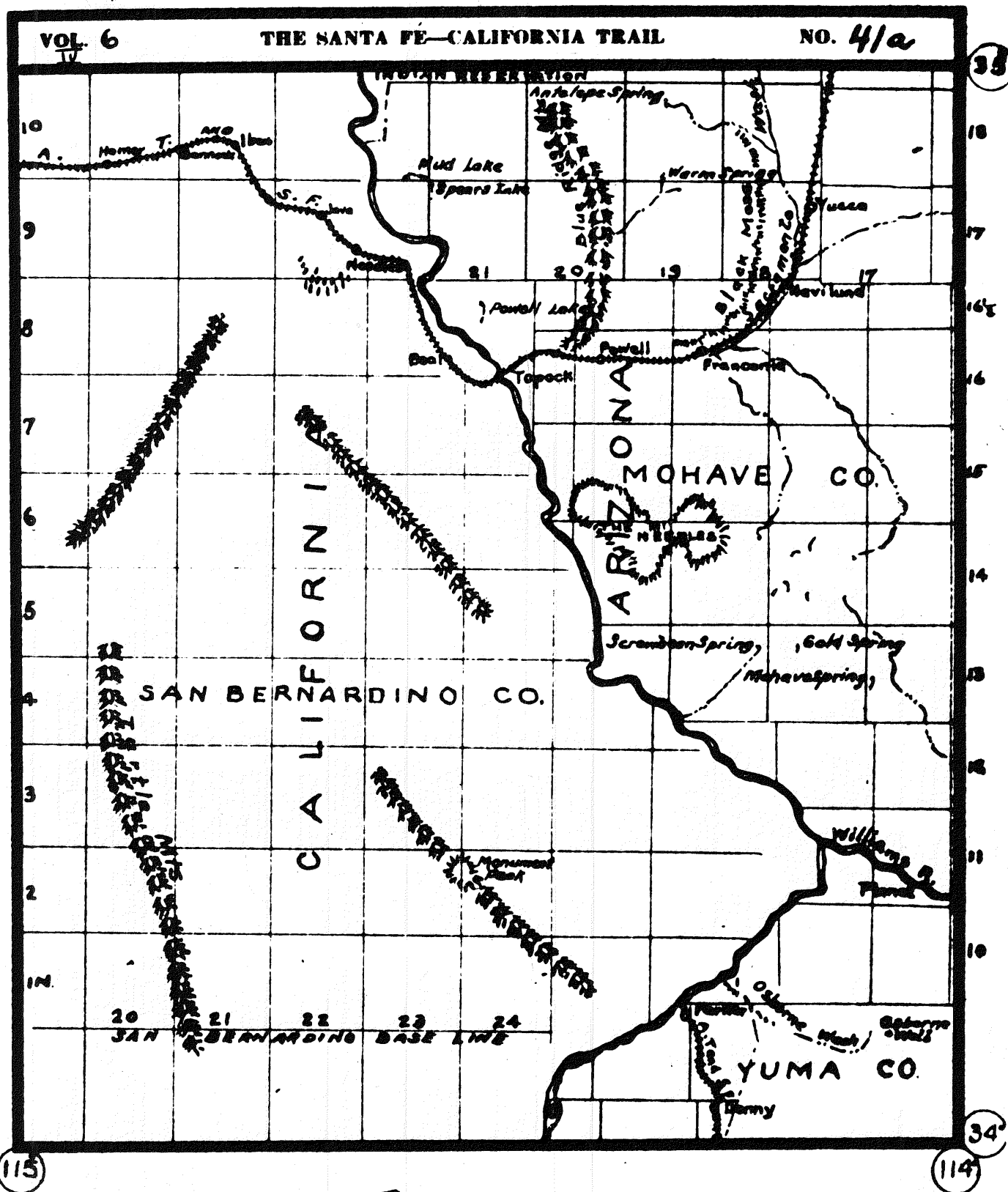
(112) From Kerlin's Hall and springs at modern (113) Kescha Dam the "Great Valley" mentioned by Beale ("Report", 46-49) is the present Aubrey's Valley. The road reached it by way of present "Road Canon" (Dorwin's Pass). Peach Tree and Crozier springs were on Beale's route. Hackberry Spring may have been Sevastaras Spring of Beale's journal, named from the Mexican guide which nearly exhausted Beale's nation.

INSERT

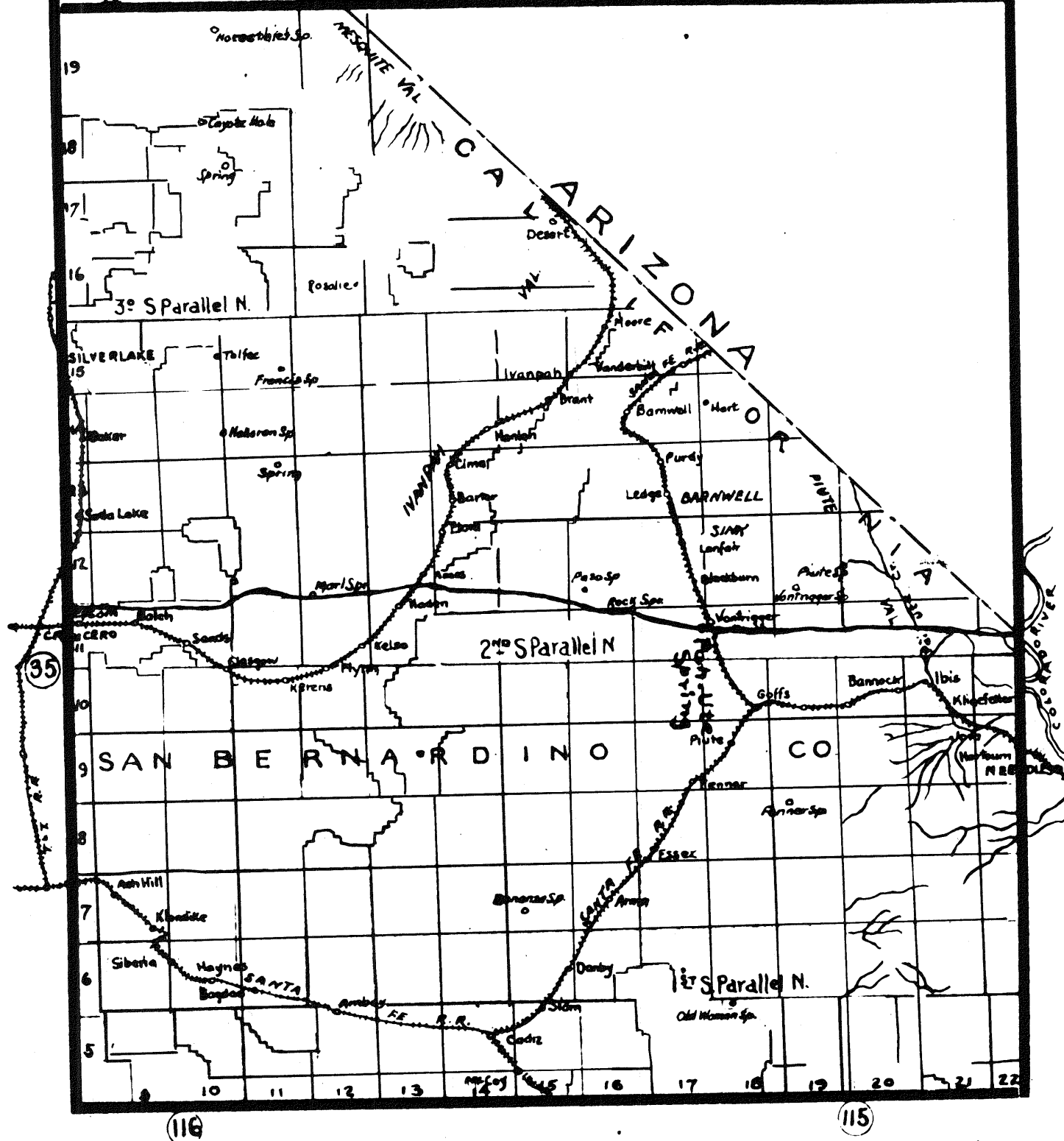
(From "Preliminary Map" Pacific Railway Reconnaissance on 35th Parallel by Whipple with additions by Beale, 1857-8. See Beale, "Report")



append as insert Beale's Map drawn on the Whipple survey. The general contour of the Beale Road bears a similarity to the present railway (A. T. and S. F.) line. The camel-train route became the railway route in this section rather than that chosen elaborately by government surveyors down the

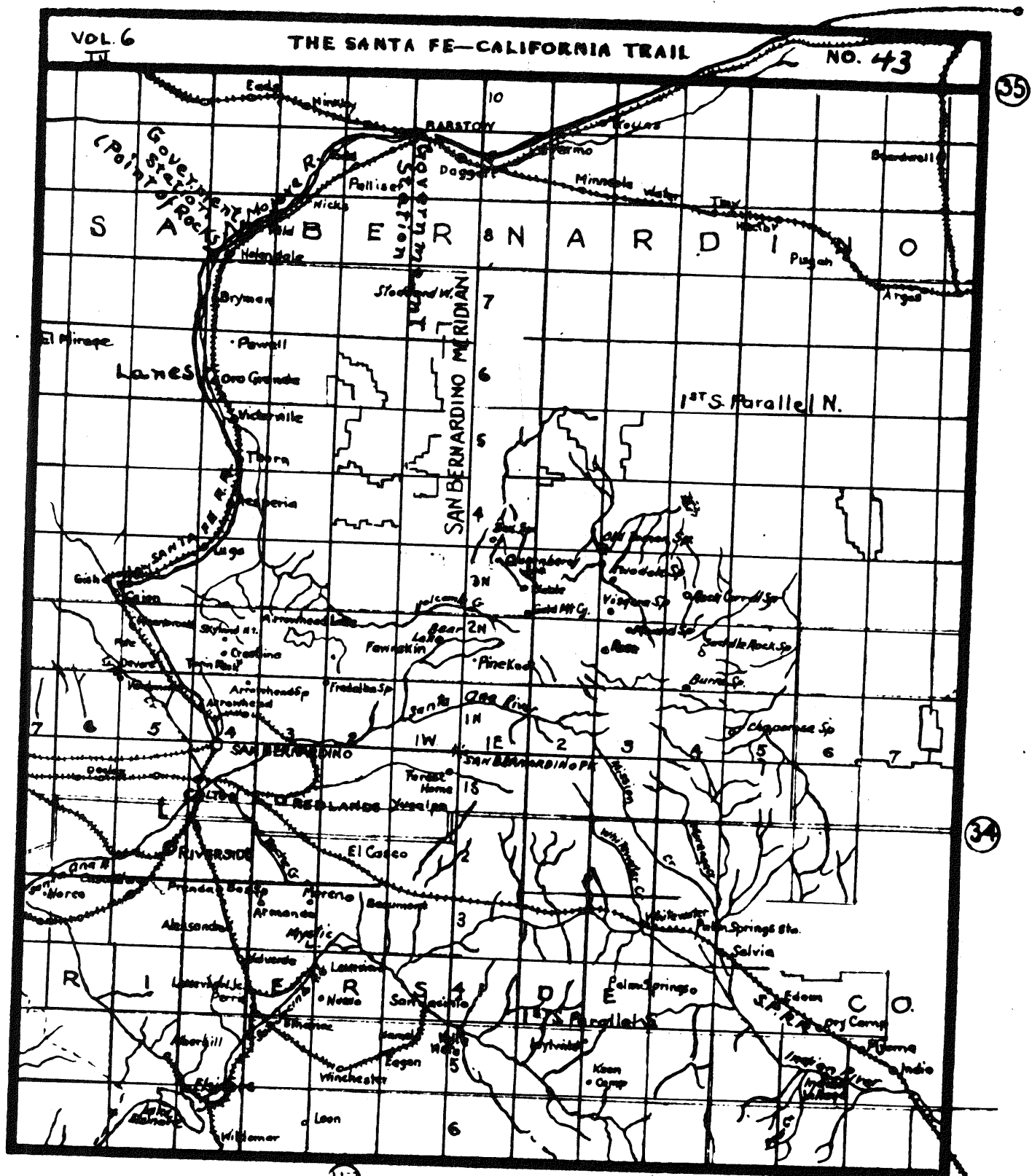


INSERT
(for detail study of "The Needles" region
south of the Mohave Reservation, the line of
modern travel.)

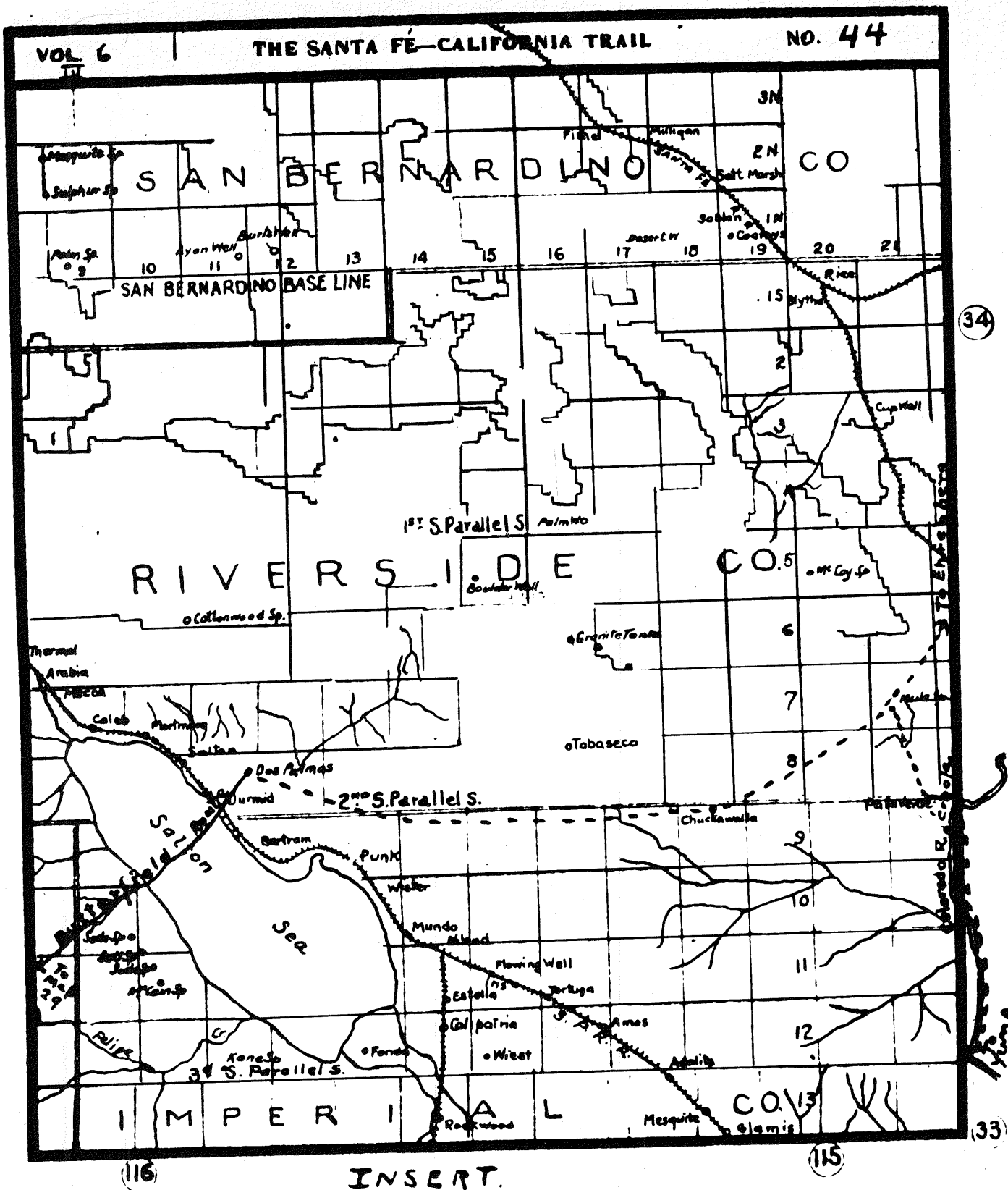


(116) The original survey of the Mohave Desert section of the Northern route to California, on the 35th Parallel line, was conducted by Lieut. Whipple in 1854. Our comments follow his "Report". Making the climb by gentle grade the valley of Pai-Ute Creek offered good grass and water (120). Twenty miles forward a spring (Pai-Ute) "coming from a rocky ravine" (122), Rock Spring (122) and Marble Spring (122) marked

(115)



The line of the trail thirty miles onward to the doubtful line of the Mohave River; twelve miles further all questioning ceased at the sight of the "beautiful stream of fresh water" (124). Near Barstow the "Mormon" or "Salt Lake" road (old "Spanish Trail") was encountered. Practically on the line of the present A. T. and S. F. Railway rough Cajon Pass was ascended (129-132) and the modern pathway, the Foothill Boulevard, led forward to Los Angeles.



INSERT.

As a basis for further work in append. the zone covered by the Butterfield Stage line which ascended the Colorado River from Yuma (Map No 26) to Cibola and Ehrenberg and crossed the desert via Mule Spring and Chuckawalla Wells to Dos Palamos. The route followed by our dotted line is doubtful. From Dos Palamos the line across present Salton Sea is accurate, connecting with alignment shown on Map No. 29.