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Series IV

The American Transcontinental Trails

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Volume VI,
The Santa Fe—California Trail.
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(Transpose titles of Cole and Fleming articles)
Note.

With the completion of this sixth, and last, volume of this series of Transcontinental Trails, sufficient time has elapsed since the original field work was begun in 1922 to establish the tenets 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 to 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 maps 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 locate the 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 an 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 enter the present, Sixth, volume of the Series, The Santa Fé—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 Fé Trail to Southern California and the Pacific.

Our volume presents the various tracks of the Santa Fé—California trails by the two common routes west and southwefr from the terminus of the Santa Fé Trail (Volume V) at Santa Fé; one runs by way of the Rio Grande Cooke's Springs (near Deming, N.M.), Douglas, Pres., Tuscon, Pres., the Gila River to Guma; it crosses the Guma Desert to famous
Warner's Ranch, from which point all 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 main 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 "Sila 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, in hair worked our way over mountains which seemed to defy ought save the mild goat, and reared 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, m. eber dis-
covers 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, journeyed that anomaly
of all American transcontinental trains, the
notorious Beale Camel train — "Shipsof the
Desert" imported by the United States government
whereupon to conquer a desert on which (much
to the disgust of their "Shipso, no doubt) keen-eyed
guides found water at distances never further
apart than twenty-four miles! Explorations along
this route, with mine variations, by Fremont 1844,
Abert and Sitgreaves 1851, Whipple 1853, Aubrey
1854 and Beale 1857 afforded scientific knowl-
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. B. 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 travelers over them—a project in which the Stewart Commission is now interested.

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Colorado Springs, Colo.
January 1, 1928.

A constructive criticism of other map volumes pointed out that the yield of data on each map might be enlarged, thus aiding the local study of completed, tributary topography. It doubt 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 Zuni-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:
Mohave-California route continued on Map No. 32.

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 northward via Zuni and the Mohave Desert. Emory, 48.
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 Chihuahua Road crossed the Rio.
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 Minidaho River. All newcomers commented on the odd physical formations of this highland plain—"a potpourri of isolated mountains of volcanic origin." Conger, Desert, 553; Journal, 16-19; Hughes, 322; Bartlett, I., 219.
Near the present Hot Springs (Bartlett 5225) the road to the famous Santa Rita mines diverged from Cooke's California road. Ojo de Vaca was a famous trail junction (Id., 794). It is believed that Cooke passed to the south of present Gordsburg, but the later Butterfield Stage road followed more closely the later railway line. The Chiricahua Range was crossed through "Doubtful Canon" instead of on the railroad route than Stein's Pass. Cook, "Journal," 26-27.
On the track of the Southern Pacific Cooke made the low but rocky summit of Sandia and, seeing to the south fell upon signs of water, the half-dry washes (1) Black Draw (2) and Tomwood Wash, leading to the famous old San Bernardino Ranch. "Report," 35c; "Journal," 30. Once having an extent of 200 sq. m. and 50,000 head of cattle, Cooke found it in ruins. The road by Red Spring, Douglas and Naco practically follows the railway beyond Brownsville.
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 Dragoon Summit is of value. The stage station was at Dragoon Spring, that at the Summit, but the dotted line thither is only speculative.
In the vicinity of Hereford, Cooke's party via 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 miles off, I saw a fine, bold stream. There was the San Pedro. Journal," 36.

The route to Benson is the valley-railway pathway today.
Cook's route from Benson via Yail is practically the railway pathway of today. "Report," 507; "Journal," 38-42. We continue here from Yuma'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 Halt's Map of California. Local study will clarify this section and show other Tucson-San Pedro routes.
At Tucson, after "a thousand inquiries", Crooks learned of the jomada (literally, "days journey", but applied to any desert stretch of road 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" 73-79; "Report" 557. The Butterfield Road is marked to Old Casa Grande.
A new world opened to travellers as the jornada was crossed and the rich and famed basin occupied by the Pima and Maricopa villages was entered - a land famous for Casa Grande long before the Spaniard reached this day. 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, 62; Bartlett, I., 708; Cooke, "Report," 557; "Journal," 49.
Emory's description of the march from the Valsa to modern Gila Bend is vivid: "We travelled till long after dark and dropped down in a dry hole near two large green-barked acres. There was not a sprig of grass or a drop of water and during the whole night the mules kept up a pitious cry for both..."

Cooke, journal, 54.
The monotony of the journey either down or up the Gila is perfectly reflected in the brief records kept of such monotonous days. "I feel," wrote Cooke, "as if every day were to be an experiment or venture—a great difficulty and to be rejoiced over as one day here or there." Here Cooke tried his experiment of floating baggage down the Gila, which proved a failure: "Journal," 36.
Marcy gives the stage stations on the old stage line from the Bend to Yuma as follows with mileages: Ten Mile Camp, 10; Oatman Hat, 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, C05. Crossing the Colorado at old fort
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 averages in 1853, forty feet in height, four miles in width, and about fourteen 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 Commission:

mission wire; 10-12 miles to Algodones (on the river); 15 to Cooke's Well; 28 to Blancomocho; 25 to arroyos termed "New River"; 20 to Sacketts Well; 25 to Carrizo Creek, Brown, 74-75; 30; 62; Emory, 100; Bartlett, II, 136-155; Williamson, 109-112; 119; Cooke, "Report," 558; "Journal," 66-72. Car-
MEXICO

Rigo 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 Carrizo "within the space of a hundred yards" showed even the succor these poor streams could afford was of no avail. "Miller's description of these valleys is of particular value: 39, 40, 103-5, 107, 177-8. Among 103; Cooke, "Report," 559; "Journal" 73; Brown, 40, 42-43, 45; Johnston, 611-612."
Williamson's descriptions go far toward explaining the records of Emory, Cook, Johnston, and Bartlett hereabouts. Crossing the ridges between the Yalceito Cooke brought his wagons, dismounted there. 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 detail quoted is replete.
The general course of the continuation of Crooks' 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 southwest 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 I quote some paragraphs from the spicy Beale journal.
The "North Road" from Santa Fe to California (cont. from map No. 13) "over the hills out of Albuquerque", to the old restestation 'Puebco' (2d.) on Map 19, and on to Laguna pueblo on the San Jose, presented its greatest difficulties east of the Colorado. One grade in the sand hills on the first eighteen miles. To Col. Beale's camels it was nothing but it took "oil of iroot" (Journal, 32) to make their Turkish and Arabian drivers earn full pay. Report, 34, 36; Whipple, January, 58.
Passing Laguna "Sheep Springs", old Corre, now Cabaco, and Ojo de Salto offered watering and camping places. Beale, "Report", 35; "Journal", 4,33; Whipple, "Itinerary", 35-62; Murdock, 146-7. Riding the line on his favorite black dromedary "Seid", 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
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, 56; 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,"
36-36, 86; Whipple, "Itinerary," 62-63. Records to the Little Colorado are replete (Beale, "Report," 38-41; "Journal," 4; Whipple, "Itinerary," 73-78) but we are compelled to give only a dotted line for the road, lacking relief. The data of exact nature. In returning from Fort Tonto to Zuni, Beale studied Aubrey's "mapa ratio" and tried to reconcile them with the very imperfect maps of the wilderness, but profiting nothing. The editor of
The present Pueblos appreciate his difficulties. The valley of the Little Colorado at Holbrook greatly interested army officers with its "evidences of a dense population once sustained here -- the abode of a race whose very name has passed away." Reade, "Report", 42-43. But here, too, the very name "Apache" had once caused the same trepidation that had been felt far to the Southward on the San Bernardino Ranch (Map 7018).
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," no 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.
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 Road country interested every anarclist: Beale, Report, 43-45; "Journal," 4; Minnau, 153. The Whipple Party of 1853 gave to the region such historic names as Canton Diablo ("Itinerary," 78), Coconino Caves (Ibid. 81). Beale named Government Pk. "Mount Selgrains," but the name has been transferred.
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 Howley’s Canon, Beale’s Report, p. 62, for the confused marching and counter-marching of the Camel Train hereabouts 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.
From Kerlin's Well and springs at modern 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" (Dominin's Pass). Peach Tree and Crozier Springs were on Beale's route. Hackberry Spring may have been Seraudras, Spring of Beale's journal, named from the Mexican guide which nearly exhausted Beale's water...
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
innumerable defiles of Bill Williams River. By what Beale calls "Eagle Pass" through the "Avalpah" and "John Howells Pass" through the Blue Ridge, the old road gained by way of Secret Spring (Beale's "Vias Spring") to the head of Silver Creek and the Colorado near Mohave City, and old Fort Mohave. Water was secured by branch trails to Little Meadows. Beale, "Report," 47-49, 50-51.
INSERT

(for detailed study of "The Needles" region south of the Mohave Reservation, the line of modern travel.)
The original survey of the Mohave Desert section of the Northern route to California, on the 35th Parallel line, was conducted by Capt. 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 (80). Twenty miles forward, a spring (Pai-ute) "springs from a rocky ravine" (122). Rock Spring (122) and Marble Spring (122) marked...
The line of the trail throve toward to the doubtful line of the Mohave River; for miles further all question was ceased at the sight of the "beautiful stream of fresh water" (127). 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 through Cajon Pass was ascended (129-132) and the modern pathway, the foothill Boulevard, led forward to Los Angeles.
As a basis for further work on 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.