

# PASSWORD



THE EL PASO COUNTY HISTORICAL SOCIETY

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# PASSWORD

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EUGENE O. PORTER, *Editor*

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# THE PRESIDENT'S MESSAGE

by RICHARD C. WHITE

MAY I FIRST THANK the Historical Society for the privilege of serving you, and thank those who have assisted the Society so magnificently in the past and who have consented to be a part of its working or-



ganization. Certainly the preceeding presidents have set an enviable example, and have guided this infant organization to great vigor.

By the nature of our organization I am sure we hold a common view of purpose. Part of these principles of dedication I shall endeavor to express as a prelude to what I conceive as our desired program for this year.

No man is unimportant. We exalt the individual and therefore must believe that each influences immeasurably in his own way the course of human history. Today's deeds are tomorrow's history. Yesterday's predecessors are the heritage of ourselves and those to follow. Each in the march of time leaves his own footprint which becomes firmer and more resolute the clearer our goals appear. We believe in purpose on earth, and history is like an etched arrow pointing the way, though aberrant it may seem.

No man need be forgotten. No time or age should be forgotten if man is to be aware of whence he came and where he is going. But man must plan to accomplish his efficient ends. Therefore, I propose the following additional acts for 1962. They design to discover, preserve, disseminate, and institute history — past, present, and future:

1) Preservation of historical data must be immediately pursued through volunteer tape recorded interviews of our contemporaries while this perishable information is still available. This should then be reduced to permanent record in archives.

2) The institution of a permanent archives committee for preservation of data accumulated. This committee should have professional historian direction, and the records should be temporarily housed in some institution such as the El Paso Public Library until permanent quarters are obtained by the Society.

3) A general call to all El Pasoans to write and submit their personal or learned histories of episodes of El Paso County. This should be solicited by wide and energetic news media.

4) The institution of a permanent public relations committee devoted to sparking interest in the El Paso Historical Society, and soliciting and disseminating historical data. Cooperative relations should be emphasized with newspapers, radio, and television media.

5) Periodic biographies, vignettes, and episodes relating to El Paso must be presented to the general public through these media. A calendar of historical events could further enlighten the public and enlist general interest.

6) A general solicitations committee should be appointed for large donations and bequests from individuals and foundations to further the work of the Society, but mainly to obtain a permanent home for the Society in which could be located the Hall of Honor.

7) A committee should be appointed to expand our membership, thereby increasing our influence in the community, our financial stability, and opening the door to many old and new timers who are eager to join if they but knew how. Much historical talent and interest now are but "roses in the desert."

8) The City of El Paso should be induced to join forces with the Society in erecting a lasting, admirable monument to our history and to the Pass. I envision such a monument as a tribute to the successive waves of conquerors and pioneers at a site overlooking our entire valley. This would require careful professional advice, and would be financed through donations.

9) Arrangements could be made with the El Paso Museum of Art to hold an annual Spring Historical Festival wherein the general public would be encouraged to display historical momentos now held under lock and key; ribbons could be awarded to the best in various categories. This is a way to make history live in the lives of every-day man. This is the way to bring to light the richness of attic relics. In time many of these relics may find a permanent home on display in our permanent quarters. Existing documents and relics should be catalogued.

10) We should arrange with some institution such as Texas Western College to display in the name of the Society the momentos we are now accumulating. The name of our Society must connote dynamic El Paso County history whenever the subject arises.

11) There is no reason why our Society could not sponsor a project we could call "El Pasoans in History" in which first-hand accounts of contemporaries and predecessors by letters, books, journals, and diaries are recorded on all phases of history and not just that of El Paso County. Those before us won the West, but many among us have won our victories in our times and have seen sights on which

future historians will marvel. Such a compilation will in future years be invaluable and sought after. El Paso would be remembered.

12) The City of El Paso and the Chamber of Commerce should be encouraged to link El Paso with history in its advertisements, such as "Historic El Paso."

13) The circulation of our wonderful PASSWORD should be expanded to include major libraries wherein much historical research is centered.

14) We should continue our endeavors to establish Hueco Tanks as an historical monument.

15) The landmark and plaque programs should be further expanded as finances permit, and the Hall of Honor carry on the tradition set by the outstanding first Annual Hall of Honor Banquet.

16) An International Relations committee should actively cooperate with our good neighbors in Mexico to insure a free flow of rich historical data between our two cities. We have a common destiny. This role could be enlarged to cover our sister cities within the trade territory of El Paso. We should also continue our efforts for the Presidents of the United States and Mexico to have an historical meeting here in El Paso and Juarez.

17) A committee should be established to arrange further caravans to historical points. This interest is evident.

There are many more worthy and attainable projects that come to each of our minds. In our growing Society we have enjoyed accomplishment, and know by the fine results of our first Hall of Honor banquet that no reasonable task is too difficult or unworthy, if it serves our basic purpose of preserving history. As El Pasoans, as historians in our own way, we each hold this mission, and it shall be done.

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## PURPOSE OF THE SOCIETY

*To promote and engage in research into the History, Archeology, and Natural History of West Texas, Southern New Mexico, Eastern Arizona, and Northern Mexico; to publish the important findings; and to preserve the valuable relics and monuments.*

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## HALL OF HONOR BANQUET

THE names of LAWRENCE M. LAWSON and JAMES WILEY MAGOFFIN were inscribed on the roll of the Hall of Honor of the El Paso County Historical Society at its first annual awards banquet held at Hotel Paso del Norte on November 16. Scrolls bearing the inscription "Citizens of vision, courage and creative spirit" and "May all men remember this name — an exemplary guide to the future" were presented by Dr. Joseph Leach, Society president, to Mr. Lawson and to Mrs. W. J. Glasgow, granddaughter of Mr. Magoffin.

More than 200 persons attended the banquet. Honored guests included the Hon. Mayor Ralph Seitsinger, David Herrera Jordan, Mexican member of the Boundary and Water Commission, representatives of the Juarez city government, General and Mrs. W. J. Glasgow, their son, Colonel Joseph Glasgow, U.S.A. (Ret.) and Mrs. Glasgow, and Mrs. Lawson. Mr. Chris Fox served as master of ceremonies and the Rev. B. M. G. Williams gave the invocation and benediction.

Committee members who contributed greatly to the success of the affair were: Mrs. Maurice Schwartz, Chairman of the Banquet Committee, assisted by Mrs. W. W. Hawkins, Mrs. Paul Heisig, and Mrs. W. W. Scheussler; Attorney Richard C. White who conceived the idea for the Hall of Honor, Chairman of the Selectins Committee (the names of the other members are held confidential); Mr. Chris Fox, Chairman of the Tickets Committee; and Mr. Conrey Bryson, Chairman of the Citations Committee. The beautiful framed scrolls were prepared by Mr. Carl Hertzog under the direction of a committee headed by Mrs. Florence Cathcart Melby and including Mrs. Dee Belding, Mrs. Paul Heisig and Attorney Joseph H. Sharpley.

Dr. Leach gave the keynote address, Mr. Richard White the Lawson award address and Mr. Conrey Bryson the Magoffin award address. The three addresses are published herein. Mr. Bryson asked the editor to give credit to Mr. Joseph Friedkin of the Boundary and Water Commission for preparing the material pertaining to the life of Mr. Lawson and Mr. White asked that credit be given to Mr. Bryson for much of the material pertaining to the life of Mr. Magoffin.

# PASÁN POR AQUI

by JOSEPH LEACH

IN 1605 Juan de Oñate made Inscription Rock, now known as El Morro National Monument, forever notable by inscribing upon its enduring limestone face his name and the words, "Pasó por aqui." In the many years that have lapsed since then, countless others have carved their own inscriptions nearby.

The phrase, "Pasó por aqui," has become a famous one, not only because of the fame of its earliest user, but also because in later years Eugene Manlove Rhodes adopted it as the title for his most widely read story. Its fame, plus its rhythm, have kept it alive; its lilt appeals.

I have wished many times that our igneous bluffs along the river here had lent themselves to Spanish inscription. After all, Juan de Oñate passed by here long before he rested from the rigors of pioneering and colonization to the north of us and laboriously incised his record in the more yielding stone of El Morro.

And the phrase, "Pasó por aqui," is more rightfully ours anyhow. We remember, though all too vaguely, that many names and many faces have passed our way in the centuries of time since El Paso del Rio Grande del Norte became a focal point on the routes of travel to the north, to the west, and beyond. When one thinks of our Pass as loadstar, as landmark, as gateway, one glimpses the magnificent story that through the centuries has unfolded its lengthy chapters here. Better than any fiction by Eugene Rhodes, the facts of our Pass and the lives that have wended their way through it might indeed carry the title, "Pasó por aqui." What dreams, what aspirations spurred these people on! I wonder if most of man's story since his ignominious exit from Eden could not properly be told in terms of those intrepid Paseños who, whether red man or white man, yellow man or black, have gone this way, through time and distance, weaving into the lore of this region the oftentimes anonymous pattern of their lives.

Though Juan de Oñate passed by here, he left no record of his passing, he left behind him no Inscription rock. Tonight we are met to rectify Oñate's oversight. For we know now, as he did not, that his waving banners and flashing arms, the dust-caked faces of his people and the long crooked lines of his wagons, the bawling of his cattle under the clouds of dust, were but the vanguard details of a meandering parade that has continued to pass this way. For nearly 350 years others have been treading in the footsteps of Oñate. They

have looked upon our mountains, they have drunk the waters of our river, they have slept and waked where we now sleep and wake. Regrettably, the names of most of them are now forgotten. Except as the page of history remembers them, their thunder and their footprints have vanished.

But we, the later marchers in Oñate's long parade, are determined that the impersonal hand of time shall not forever erase all the names and all the faces that deserve to be inscribed in our permanent lore. As members of the El Paso County Historical Society, we see ourselves and the people who have come this way before us as travelers, in much the same position as Oñate's colonizer, the Spanish padre, the American pioneer — we see ourselves *all* travelers, who pass by here, through this Pass — whether in daily literal journeyings between the valleys in our work and in our pleasures — or in our figurative journeys through the years.

Quite properly, time has a way of removing from us the old, the outmoded, the unworthy, the better-forgotten — but history, conversely — both as written record and as monument — is the rampart we can raise against the ravages of time to rescue merit from dark oblivion.

As an organization, we have long held this preservation of names and events to be our major interest. Through our publication, *PASSWORD*, we have vigorously pursued this course.

Tonight, we enter another, more singular, phase of our mission as historical society. We take the years, 1850 to the present, as a period for special attention. We take it as an aim that the men and women of outstanding merit who have lived among us during these years *shall* be remembered, that their names and their contributions *shall* be known by us, the fortunate ones who follow after them. In a very real sense, we can look to them as trailbreakers, pointing out the proper route ahead.

In selecting the two gentlemen whose names we honor especially this evening, we have been guided by the highest considerations: character, generous accomplishment, a particular vision that clearly set them apart. In one of these gentlemen we recognize the pioneer — nineteenth-century spirit that opened up this country, the personal courage that enabled him to prevail in the face of bitter opposition from nature and the Indian. Tonight, we acknowledge our indebtedness to the intrepid quality that inspired him to found our town.

In the other of these gentlemen, we pay tribute to similar worth. In the present century, he has confronted different obstacles, faced

different challenges; but with the determination characterizing all pioneers, he too has prevailed. Without his particular vision, civilization and progress would have faltered in this region. If in the case of the one gentleman, we honor a man who gave us a town, we honor in the other, a man whose energy and foresight gave us a city.

Far from attempting to reward the memory of the one and the vital presence of the other with any tribute which we could bestow, we are met here to recognize, humbly but sincerely, the tremendous debt we owe to both.

As your president, I would be distorting the true import of this occasion, however, if I did not hasten to point out that in establishing the El Paso Hall of Honor — wherein these two names will now be permanently inscribed — we look to a larger purpose. Merely to have preceded any of us through this place and time is of little significance. On the other hand, to have preceded us as enlightened pathfinders, as spiritual pace-setters, as models worthy of our emulation, is of very great moment indeed.

The El Paso Hall of Honor award is — in one sense — a tribute to already completed accomplishment. In another equally important sense, it is the means through which this Historical Society can actively direct the course of local history.

We devoutly hope that in this annual ceremony memorializing the men and women whose lives have enriched us so importantly, we can lay down a gauntlet before the men and women of our own generation and the men and women who in future will follow them.

Each person chosen for permanent admission to this Hall of Honor is above all else, a challenge to the people of his own period and to those of later times. What he has accomplished, others in their own way may well accomplish. What he has envisioned, others may well envision. What he left as the record of his passing points the way for others.

One personal word, and then I have finished. I can think of no greater measure of a man's success or a greater indication of his personal worth than to be told by an impartial committee — after they have spent months carefully scrutinizing his record — that he has been found worthy of their tribute — that his name has been permanently chosen as a yardstick by which to measure the accomplishments of other lives.

In recognizing these gentlemen tonight, we pay them this tribute. We point to them and their records in the full knowledge that in choosing them, we present to the whole El Paso community the challenge to do as well. We rejoice that each of them saw fit to pass this way.

## Biographical Sketch of James Wiley Magoffin

by RICHARD C. WHITE

AS THE FIRST of the names from our pioneer history to be inscribed in the El Paso Hall of Honor, The El Paso Historical Society proudly names a man who was one of the real pioneers of the vast area we now call the American southwest.

James Wiley Magoffin was born on the frontier, in Harrodsburg, Kentucky, in 1799. It cannot be said with certainty when he first visited El Paso on the Rio Grande. But as early as the eighteen thirties he was known with great affection as "Don Santiago" up and down the historic *Camino Real* which connected Mexico City and Santa Fé through the Pass of the North. State Department records show he was named American Consul in the Mexican city of Saltillo in 1825. In 1830 he married a daughter of one of the first families of Chihuahua, Maria Gertrudis Valdez.

Some time in the eighteen forties, he is known to have entered with his younger brother, Samuel, into the historic trade of the Santa Fé Trail, from Independence, Missouri, to the capital of New Mexico; although there are indications that he entered this business much earlier.

In 1846, the United States government took advantage of Mr. Magoffin's wide acquaintance and popularity throughout the New Mexico area. At the insistence of Senator Thomas Hart Benton of Missouri, President Polk invited Magoffin to Washington and gave him an assignment of great historic importance. To put it all too briefly, he was to sell the political and military leaders of New Mexico on the idea that it would be to their advantage to be a part of the United States of America. As Magoffin expressed it in his official report to the Secretary of War:

I assured Governor Armijo that I had been dispatched by the President of the United States in order to inform him and the rest of the good people of New Mexico with whom I was acquainted that the only object of our government was to give peace and protection to the inhabitants. I found many of the rich of the department here, also the militia officers, with whom I had ample intercourse. I assured them the only object of our government was to take possession of New Mexico as being a part of the territory annexed to the United States by Texas and to give peace and quietude to the good people of the country — which gave them entire satisfaction.

General Kearny and his forces were able to enter the city of Santa Fé without the firing of a shot and were received with great ceremony and celebration. Having succeeded so well in Santa Fé, James

Magoffin hurried southward toward Chihuahua, hoping to perform the same kind of service for General John E. Wool. In this he was less successful. He was imprisoned as a spy, but his great influence and reputation among Mexican officers and public officials enabled him to escape being executed and to be released at the close of the war.

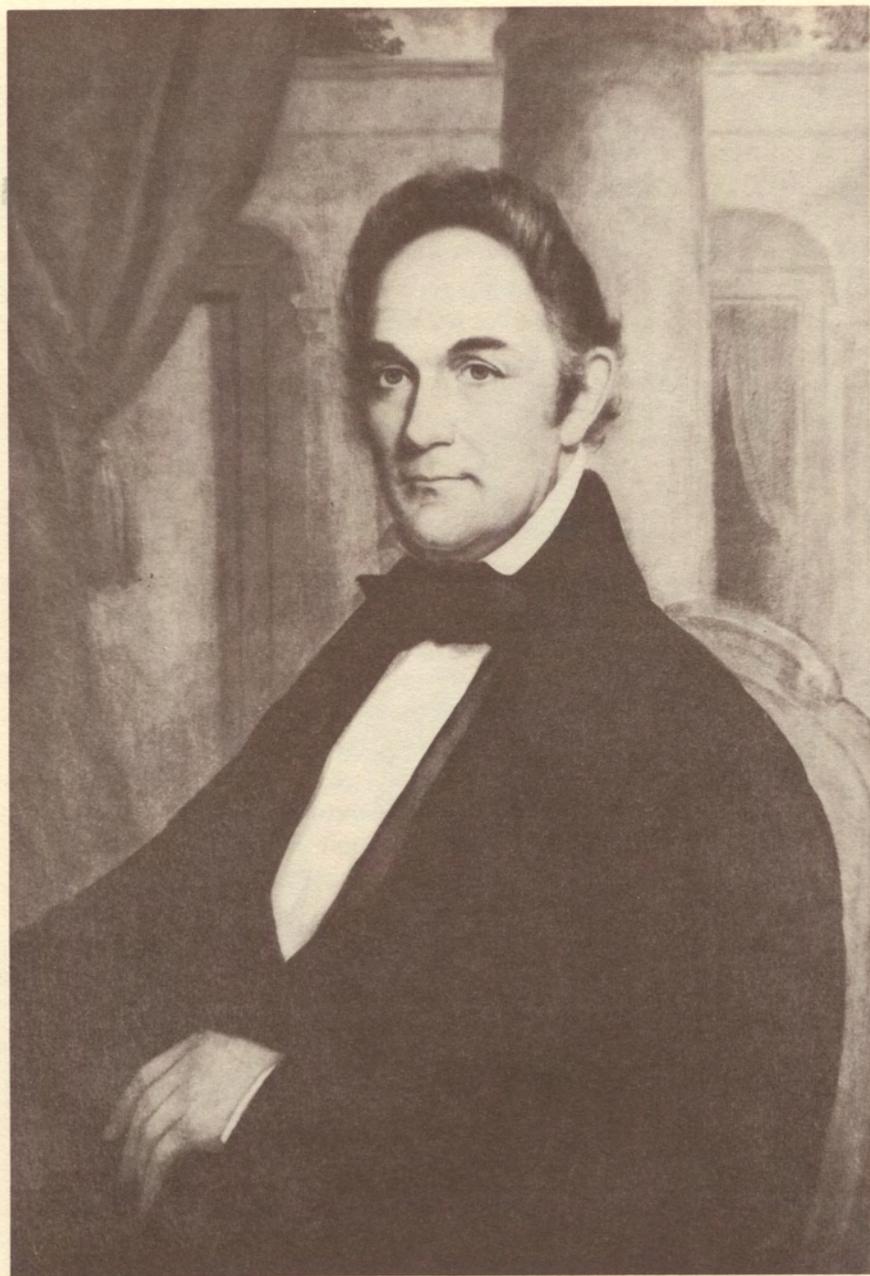
Shortly after the peace treaty ended the Mexican War and made the present site of El Paso a part of the United States, Magoffin built here at the Pass a magnificent hacienda and trading post known as Magoffinsville. It became a center of great hospitality for travelers to and from Santa Fé or California through this important cross-roads. Here the early officers of the Military Post of El Paso found a hearty welcome, and in 1854 the post was moved to Magoffinsville and re-named Fort Bliss. It is this Magoffinsville post which is commemorated by the present Fort Bliss replica.

When Commissioner John Bartlett brought his Boundary Commission here in 1852, he made Magoffinsville his headquarters. The portrait of James Magoffin which now hangs in the old Magoffin home on Magoffin Avenue was painted by H. C. Pratt, the artist of the Boundary Commission.

Magoffinsville, like many another settlement, became a casualty of the War Between the States. Its proprietor was an important supplier of the Confederates, and his two sons Joseph and Samuel both saw service for the South. Samuel gave his life. His strenuous activity in behalf of the Confederacy broke James Magoffin's health and he died in 1868 at the age of 69, in San Antonio.

But his roots were deep in El Paso. The old hacienda gave way to the ravages of war and the encroachments of the Rio Grande, but his son Joseph returned here and built another beautiful home which is standing today, the home of his daughter Josephine and her husband, General William J. Glasgow.

Tonight we honor the pioneer, the man who left his name and the result of his works a permanent part of the El Paso heritage.



JAMES WILEY MAGOFFIN

LAWRENCE M. LAWSON



## *Biographical Sketch of Lawrence M. Lawson*

by CONREY BRYSON

AS THE FIRST living member to have his name inscribed in the El Paso Hall of Honor, the El Paso Historical Society proudly pays tribute to a man who has been honored by his country's Department of State in these words: "It is to his credit today the Mexican border can be cited to the world as a living example of the ability of free people to solve mutual problems on a friendly basis."

Couple this award with that of the American Society of Civil Engineers, which named him an Honorary Member in 1943, an honor limited to fewer than 40 men out of a membership of more than twenty thousand, and we realize more fully how one man has combined the fields of engineering and diplomacy for the lasting benefit of our portion of the hemisphere.

Lawrence Milton Lawson was born on January 8, 1879, in Washington, D. C. His career is divided into two related phases, both of which relate to one of the most precious and vital of all our natural resources, water. His career with the United States Reclamation Service, Department of the Interior, began with the birth of that service back in the Theodore Roosevelt administration. In 1913, while Elephant Butte Reservoir was still under construction, Mr. Lawson came to El Paso as Engineer in charge of the Federal Irrigation project. In 1917, he was appointed Rio Grande Project Manager, and served in this capacity until June of 1927. He may well be considered one of the fathers of the 160-thousand acre Rio Grande Irrigation Project, situated along the river above and below El Paso. Under his direction, the Project was developed — several dams were constructed, and the extensive system of main canals, laterals and drainage ditches planned and constructed. Through his skill in working with and for the people of these valleys, an irrigation system has been developed which has brought cash returns to this area of about one billion dollars — from original construction costs of about fifteen million.

But his concern was not merely with the irrigator. He was the chairman of the first Water Board of the City of El Paso. Foreseeing a great city here at the crossroads of the southwest, he took many steps to help assure us of a plentiful water supply for its development. Before the water rights of the Rio Grande Project had all been allotted, Mr. Lawson appeared before two El Paso City Councils and urged them to have the City declared a part of the

Rio Grande Project. Unfortunately, it seemed to some that El Paso had an endless supply of well water, and would never need the waters of the river. Today, we recognize Mr. Lawson's far seeing wisdom.

In 1927, the second phase of his career began when the President of the United States named him Commissioner of the United States Section, International Boundary and Water Commission. Here his talents as both engineer and diplomat were to be effective for the next quarter century. Together with engineers for Mexico, Mr. Lawson conceived, planned, and directed the joint project for rectification of the Rio Grande below El Paso and Juarez. This project stabilized the river boundary, eliminating the seeds of future international disputes, and at the same time protected both cities and the adjoining irrigation lands from floods. It removed serious drainage problems in the city of El Paso, made possible the development of Ascarate Park, and permitted the development of thousands of acres of what was once river-bottom land.

The Rectification Project represents the results of Mr. Lawson's years of careful study and planning for the safety and welfare of the people of this area, beginning when he was Project Engineer under the Reclamation Service.

Mr. Lawson conceived, planned, and directed the canalization of the Rio Grande above El Paso for 110 miles to Caballo Dam, to facilitate compliance by the United States with the terms of the 1906 Treaty for delivery of waters to Mexico. This project, constructed in the years 1938 to 1943, provides an improved channel with flanking levees to contain flood waters for protection of the highly developed irrigation project lands in the Mesilla, Rincon and Palomas Valleys and has brought about material savings in water, with increased efficiency in operations of the irrigation project. To further facilitate compliance with the 1906 treaty, Mr. Lawson directed the planning, design, and construction of the American Diversion Dam and the American Canal.

Again, combining engineering and diplomacy, he served in 1938 as United States Commissioner of the joint Agrarian Claims Commission, to appraise the value of American agricultural properties expropriated under the Mexican Agrarian Law. His work was praised on both sides of our friendly border.

Mr. Lawson's work, of course, went far beyond the El Paso area. The 1944 Water Treaty with Mexico was the product of patient and ceaseless labor, largely on his part, on behalf of the United States. This treaty provided for division, between the United States and

Mexico, of the Rio Grande waters below the El Paso Valley. The treaty brought into being the great Falcon Dam on the Rio Grande below Laredo, Texas, completed in 1953, and the planning of a second major international dam, the Amistad Dam near Del Rio, now in the design stages. The same treaty, negotiated in large measure by Mr. Lawson, provided for distribution of the waters of the Colorado and construction by Mexico of the Morelos Dam, near Yuma, Arizona.

Many other projects, small and large, have blossomed under his direction, making life along the international boundary and its rivers more abundant; and removing the causes of international tensions before they became serious.

For more than half a century of service in helping to fulfill the Biblical prophecy that the "desert shall rejoice and blossom as the rose," the El Paso Historical Society proudly inscribes the name of Lawrence Milton Lawson in its Hall of Honor.

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### *Back Numbers — Complete File*

PASSWORD is becoming recognized as a journal of important historical material desired by libraries and colleges for reference and research. Many of these libraries were not members when the first volumes were published and now desire back numbers so that they can maintain a complete file.

The secretary has a limited number of the early issues but since they are scarce, a premium price is justified. Single numbers of volumes I and II are priced at \$3.50 each. Subsequent numbers are priced at \$1.25 each, or \$5 per volume, to those becoming members. Hence, a complete file of the six volumes now published costs \$48.

In a spurt of enthusiasm, when the Society was organized in 1956, the Number One issue evaporated. The officers handed out copies to attract members and advertise the Society with pride. Soon there were no copies of Volume I, Number 1, available for new members desiring to maintain a complete file. Consequently, special arrangements were made by the Editors to reprint a facsimile edition of the scarce No. 1.

Bibliophiles and sharp collectors can distinguish the reprint by the omission of the hyphen in PASS-WORD on the front cover. The PASSWORD title was first used with the hyphen but this was simplified in Volume III and thereafter.

# WAGON ROADS ACROSS NEW MEXICO

1846-1860

by JACK L. CROSS

THE WAGON ROAD was, in a sense, a part of the process of railroad building. Possibilities of a thriving trade with the Orient captured the imagination of many men who first asked that transportation facilities be established to the Pacific coast. There were other equally important considerations which supported these "dreamers" in their optimism. Routes of transportation would bind the nation together, disperse settlement over unpopulated country, open new markets for the older areas, protect emigrants in their westward movement, give the required mobility to western troops, increase the value of the public lands contiguous to the arteries of transportation, and furnish connections for mail services.<sup>1</sup>

That railroad construction to the Pacific dominated many men's thoughts during this period can hardly be denied. This concentration on railroads may be dated from Asa Whitney, pioneer rail planner, and his flood of petitions to Congress in the Forties. But many were concerned with more practical and immediate means of transportation, and until 1869 when the Union Pacific was completed, wagon roads were the primary means of travel and trade in the Trans-Mississippi West. These roads were built to meet every problem that was foreseen for railroads, not merely to furnish routes for mail service.<sup>2</sup>

Demands for transportation facilities and improved local roads originated from many sources. Those states flanking the Mississippi River and fronting the Pacific Ocean furnished strong pressures for the establishment of one or more transcontinental roads. In the frontier areas citizens made their appeals by memorials through their territorial legislatures.

California's spokesmen, Senators William M. Gwin<sup>3</sup> and John B. Weller,<sup>4</sup> were constant in their requests for roads. It has been suggested that Gwin's Pacific Railroad bill of 1852 resulted in the amendment of the 1853 Army Appropriation bill to provide for surveys of potential routes to the Pacific. The elaborate petition of 1856 signed by 75,000 enthusiastic Californians demanding "practical" wagon roads, was followed closely by the passage of an act to build four transcontinental roads.<sup>5</sup>

But the Californians were also supported in their plea by earlier petitions from other sections of the country. In 1849, railroad con-

ventions were held in St. Louis, Missouri, and in Memphis, Tennessee, where resolutions were passed suggesting Congressional aid to railway building.<sup>7</sup> There were meetings in Boston, and a convention met in Philadelphia in 1850.<sup>8</sup> At some of these sessions resolutions were adopted which pointed to the necessity of building roads other than railroads. The delegates did not forget that common wagon roads were badly needed by all of the West.

The fact that railroads were but part of the solution to the over-all transportation problem can be most clearly seen in one of the first political attempts to meet this great need, a bill sponsored by Missouri's Senator Thomas Hart Benton and introduced as early as 1849. He wanted to locate and build a "national" road. His bill specified that the central and branch roads ". . . shall be iron railways where practicable and advantageous, and shall be macadamized, or otherwise constructed, where not so practicable and advantageous." Even though the central branch was to be of iron rails, one hundred feet width was to be reserved for a ". . . common road for wheel carriages, horse and foot travelers, free from toll or charge."<sup>9</sup> But Benton, in this instance, was too far ahead of his time; much fermentation of public opinion, many projects, plans and counter-proposals would have to occur before any kind of action was taken.

But Benton was not alone in his opinion. Resolutions adopted at two of the railroad conventions meeting in 1849, emphasized the same point. The St. Louis Convention, agreeing that the work was of national importance, and not merely of local interest or benefit, asked Congress in one resolution to build a railroad to the Pacific. But the delegates also requested in a resolution adopted at the same session:

That, as an important means, as necessary and preliminary to the construction of such railroad, it is the first duty of the American Congress, immediately upon its assembling together, to make provision for the establishment of military posts, from the western confines of our western states to the Pacific ocean, that these posts should be established numerously, in all proper places, not far distant from each other; and that civilized and productive settlements should be encouraged around them, by liberal sales or grants of public lands; by extending ample protection to the settlers, and to the transport of their stores and merchandize, &c., &c.: so that by these means full opportunity may be afforded to our Topographical Engineers for the immediate reconnoissance and survey of our vast possessions reaching to the Pacific, and one or more practical roads, with facilities of travel, immediately formed for our citizens, across our own Territories from the Atlantic to the Pacific shores.<sup>10</sup>

The committee on resolutions at the Memphis convention, held the following month, reported that there were three methods of

increasing transportation and communication facilities with the Pacific coast: (1) a transcontinental railroad, (2) a ship canal or railway through Mexico or Central America, and (3) a military road along the Mexican frontier. This last proposal was almost a repetition of the St. Louis resolution, but the additional reason was given that,

. . . by these means safe, practical roads, one or more, with facilities of travel, may be immediately formed for our citizens, and for the transportation of troops and munitions of war, &c., across our own territories, from the Atlantic to the Pacific shores, and in order that our government may fulfill its recent treaty stipulations with Mexico.<sup>11</sup>

The plans of two influential Americans may also be cited in support of the thesis that the demand for wagon roads were a substantial part of the decade's transportation enthusiasms. Henry O'Reilly<sup>12</sup> petitioned Congress in a thirty-four page memorial in 1852, for permission to build a telegraph along a military road such as the Memphis and St. Louis railroad conventions had recommended.<sup>13</sup> His idea presumed that the military road and frequent posts along it would precede the building of his telegraph line. He also contemplated the advantage of having the soldiers at each post along the road carry the mail in pony express fashion. His plan attracted much attention from the public press, and many seemed to favor it. O'Reilly's success in setting up telegraphic lines east of the Mississippi River caused his proposals to gain even wider currency. But his plan for roads and telegraph lines was not adopted by Congress.

Lieutenant Matthew F. Maury<sup>14</sup> enjoyed a scientific reputation guaranteeing that anything he suggested would attract popular and congressional attention. He was appointed head of the Naval Observatory in 1842, and this office made him a secure figure in Washington's social and political life. When in 1851, a bill written by William Bayard proposing that he construct a post road from Fort Smith to San Diego was referred to the Committee on the Post Office and Post Roads, Maury's opinion of the proposal was requested.<sup>15</sup> In a five page reply, Maury gave his support of the plan.

. . . I have been, and am, a decided advocate for all those measures which shall tend to facilitate communication between the "States" and California; and I would have the government to encourage such measures as far as it may be constitutional and expedient to do so. . . . Ultimately I look to a railroad across the country to California, but it will be some years at least before that can be completed. In the mean time we want a good wagon road; a road over which the western emigrant and fortune-seeker may haul his stuff, drive his cattle, and find, in a well-established line of military posts, security against Indians and banditti.<sup>16</sup>

The reasons for the establishment of such a route, Maury thought, were manifold. An overland road would be strategic in case of war and the disruption of ocean routes; it would help the government fulfill its obligation to Mexico to protect the frontier against Indian excursions; it would facilitate commerce; and, it would encourage settlement.<sup>17</sup>

These various demands for railroads and wagon roads to the Pacific had at least one immediate result. Since topographical knowledge of the West was necessary for the implementation of any transportation building program, appropriations for explorations west of the Mississippi River were increased. The 1853 military appropriations bill designated large sums for railroad survey, although, as Professor Russel points out, these were more than railroad surveys in the ordinarily accepted meaning of the term. Rather, they were general explorations to obtain topographical information that could as easily facilitate wagon road as railroad construction. On all of the railroad routes that were tested, the country had to be practicable for wagons even if they should later prove impracticable for railroads.<sup>18</sup> Therefore, much of the time and money contributed by the federal government to the so-called railroad surveys directly aided the developing wagon road program.

Just as the popular and financial support for army explorations in the West ultimately aided road building, those chosen to direct the field parties engaged in the federal railway surveys likewise contributed to the movement for wagon roads in the West. It should be re-emphasized that there were two kinds of wagon roads in New Mexico territory: local military roads, and transcontinental or trans-territorial wagon roads. The railroad surveys prove to have been of more immediate importance to this latter type of road.

In 1854, Captain John Pope commanded the thirty-second parallel railroad survey from the Red River to the Rio Grande. Pope's instructions from Secretary of War Jefferson Davis specified that he was ". . . to examine also the military features of the route." Thus, his purpose was more extensive than the location of a railroad. Judging from his 156 page report, he interpreted his instructions to include the location of an emigrant route, the selection of a practicable railroad bed, and the choice of the best sites for military posts.<sup>19</sup>

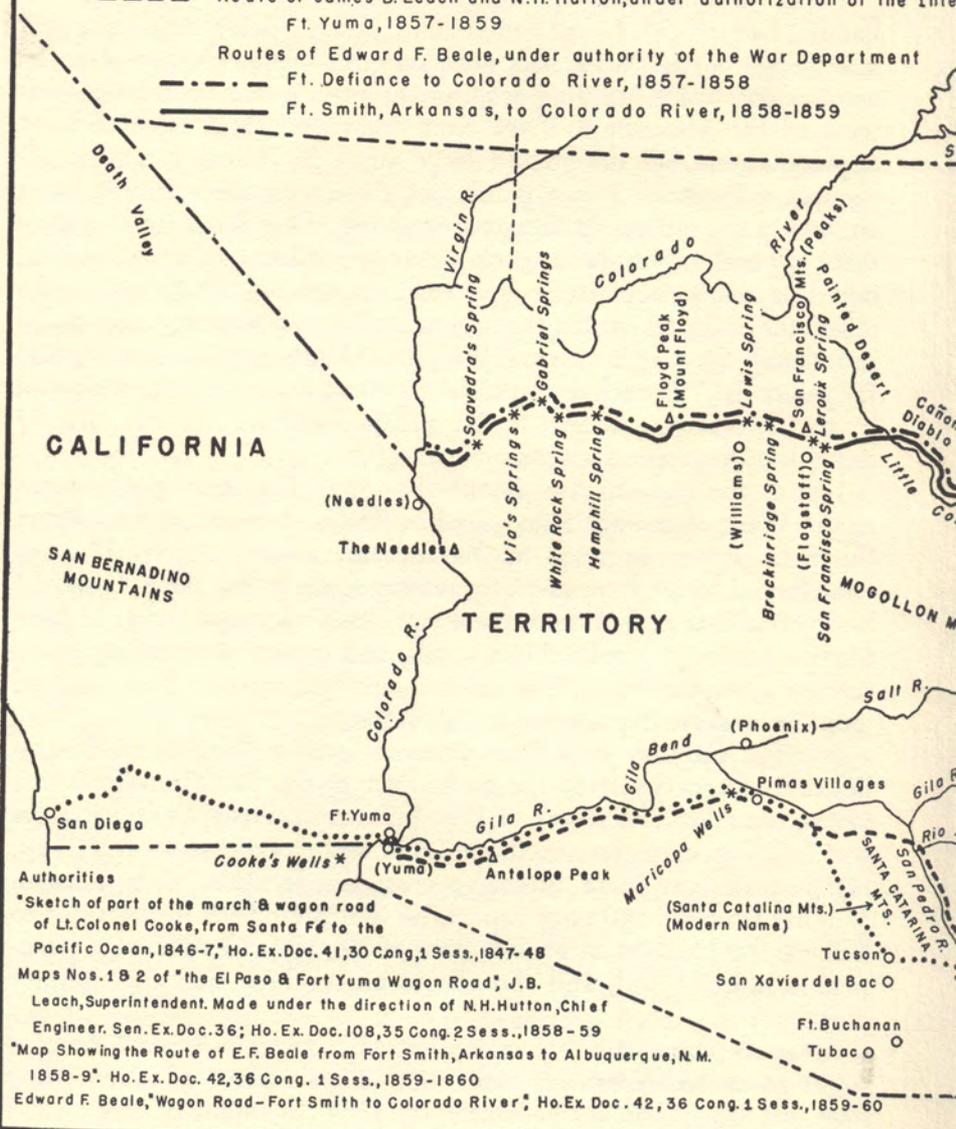
After an uneventful trip over Simpson's route to Santa Fé and a slight pause to refresh his expedition, Pope's party of seventy-five men left Doña Ana on February 12, 1854, to follow Marcy's 1849 route. Pope's destination was Preston, Texas.<sup>20</sup>

# WAGON ROADS SURVEYED AND IMPROVED ACROSS NEW MEXICO

- ..... Route of Lt. Col. P. St. George Cooke, with "the Mormon Battalion", from Santa Fe to the Pacific Ocean, 1846-7, Ho. Ex. Doc. 41, 30 Cong. 1 Sess., 1847-48
- - - - - Route of A. W. Reynolds, 1851, under Thomas Jesup
- Route of James B. Leach and N. H. Hutton, under authorization of the Interior Department, Ft. Yuma, 1857-1859

Routes of Edward F. Beale, under authority of the War Department

- . - . - Ft. Defiance to Colorado River, 1857-1858
- ===== Ft. Smith, Arkansas, to Colorado River, 1858-1859



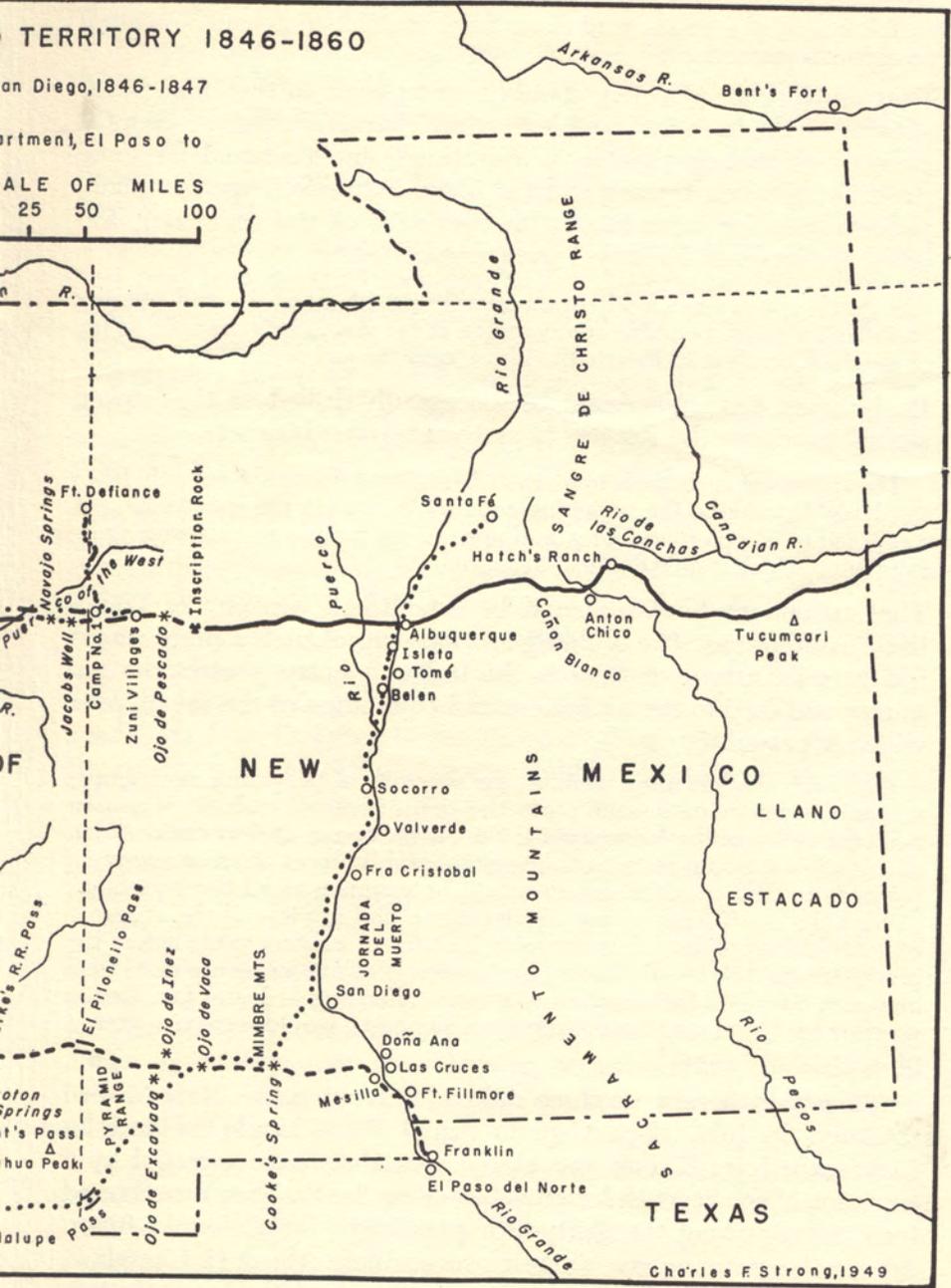
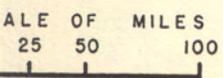
**Authorities**

- \*Sketch of part of the march & wagon road of Lt. Colonel Cooke, from Santa Fe to the Pacific Ocean, 1846-7, Ho. Ex. Doc. 41, 30 Cong. 1 Sess., 1847-48
- Maps Nos. 1 B 2 of "the El Paso & Fort Yuma Wagon Road", J. B. Leach, Superintendent. Made under the direction of N. H. Hutton, Chief Engineer. Sen. Ex. Doc. 36; Ho. Ex. Doc. 108, 35 Cong. 2 Sess., 1858-59
- \*Map Showing the Route of E. F. Beale from Fort Smith, Arkansas to Albuquerque, N. M. 1858-9. Ho. Ex. Doc. 42, 36 Cong. 1 Sess., 1859-1860
- Edward F. Beale, "Wagon Road-Fort Smith to Colorado River", Ho. Ex. Doc. 42, 36 Cong. 1 Sess., 1859-60

# TERRITORY 1846-1860

San Diego, 1846-1847

Department, El Paso to



Charles F. Strong, 1949

He thought that:

The construction of a railroad across the plains necessarily presumes the establishment of a wagon road along the route, and of a chain of military posts for its protection.<sup>21</sup>

That route, when selected, should pass as close to the "navigable" streams of the area as possible.<sup>22</sup> After characterizing the country passed over as being fertile, well-watered, and timbered for some 500 miles between Preston and the *Llano Estacado*, Pope saw many potentialities for stock raising in over half of the remaining 280 miles. Its facilities for travel were unexcelled.<sup>23</sup>

A good wagon-road, with water at convenient intervals, and offering facilities for travel available at any season of the year, leads from the valley of the Rio Grande at El Paso to the Pecos, near the 32d parallel.<sup>24</sup>

He believed that wells might be successfully drilled on the "staked plains" to relieve the dangers to emigrants using his route.

The success of such wells upon the *Llano Estacado* would not only be of incalculable value to the travelling community, and in the construction of a railroad or wagon-road, but would open to occupation an extensive grazing region which is now doomed to solitude.<sup>25</sup>

That an emigrant route should be established was one of Pope's basic assumptions. The building or surveying of such a route would facilitate military operations in the Indian country, protect the migrants, and lead to the settlement and cultivation of the region over which it passed.<sup>26</sup>

Every day renders more manifest the necessity of providing more ample means of accommodation and protection to the immense rush of emigration from the valley of the Mississippi to the Pacific ocean; and a consideration of this subject would seem to point to the establishment of some one great highway for this purpose, which would be common to all the emigrants.

With the small force of our regular army, and in view of the immense difficulty of supplying or maintaining a chain of military posts across the plains, it would be clearly impossible to occupy or render secure more than one such line; and the selection of a route affording as many facilities as possible for travel, and for the supply of the posts, would seem a matter of primary consequence.<sup>27</sup>

Altogether there were three railroad surveys across New Mexico territory. In July, 1853, Captain Amiel W. Whipple assisted by Lieutenant John C. Ives and eleven specialists were escorted by a company of the Seventh Infantry from Fort Smith. They were bound for a survey along the thirty-fifth parallel to the Colorado River. Among the personnel on Whipple's survey were Albert H. Campbell, later head of the Pacific Wagon Roads office, and N. Henry Hutton,

assistant engineer. These two individuals were to play important roles in the building of the El Paso-Fort Yuma wagon road under the Interior Department in 1857.

Whipple and his men began their survey with a train of wagons. Moving from Fort Smith to Albuquerque where the military escort was increased by twenty-five soldiers, the Zuñi Villages were reached on November 13. Continuing westward the expedition was forced to abandon its wagons at the Santa Maria River because of rough terrain. Crossing the Mohavé valley on the Colorado River, they moved northwest to intercept the Mormon road. Whipple followed that road through the Cajon pass to Los Angeles, arriving there on March 21. After selling his equipment in San Pedro, Whipple returned to Washington to file his report.<sup>28</sup>

Whipple's objective had been to locate a practicable railroad route. But he was aware, like Pope, of the possibility for building a wagon road. While traveling over the Simpson-Marcy route from Fort Smith to Santa Fé, he noted in his journal:

By the route that we examined a wagon route could easily be cut, shortening the distance from Coal creek to the Bogy. . . . Were we again to traverse this region with wagons, it would be easier to construct a new road through the country specified than to follow the old trail.<sup>29</sup>

Captain Andrew A. Humphreys, officer in charge of the Pacific Railroad Surveys and Explorations office, reported in November, 1856, to Jefferson Davis that he felt: "The construction of the wagon road from Fort Defiance to the Colorado river will probably solve the question of the railroad practicability of the line from the Big Sandy to the Colorado [of Whipple's survey]. . . ."<sup>30</sup>

The two remaining trans-New Mexico rail surveys were led by Lieutenant John G. Parke. The first of these was begun from San Diego, California, in January, 1854. His later survey retraced almost exactly the route of his first. With a party of fifty-four men, Parke followed Cooke's emigrant road to Tucson.<sup>31</sup> After taking Nugent's cutoff east of Tucson, the group found themselves back on Cooke's road on March 7. Upon finding Fort Webster, located at the copper mines in southwestern New Mexico, in ruins, they journeyed to Mesilla via Cooke's spring. The trip had been a pleasant one. Parke noted in his report that:

To Fort Yuma the road is good, and presents no obstacle to rapid transportation with wagons excepting a steep ascent in the mountains and occasional sands on the desert.<sup>32</sup>

Parke returned to California where he began an exploration of the mountain passes between San Francisco and San Diego. An

incidental purpose of this survey was to trace the source of the Salinas River. Reorganizing an exploring party in San Diego, Parke left that city on the 26th of May, 1855, to reinvestigate the country along the thirty-second parallel. Hutton and Campbell were members of this second expedition. Retracing his path over the emigrant road to the Pimas Villages, Parke proceeded eastward while Campbell led the wagons over Cooke's road to Tucson. The pack mules under Parke's command reunited with the wagon train in the vicinity of the Burro mountains whence the entire party moved on to Fort Fillmore located near Mesilla, forty miles above El Paso. They made their way to the fort via the Ojo de la Vaca, the Rio Mimbres, and Cooke's spring. Lateral examinations from the main route were frequently made. Parke thought that his second trip only proved the conclusions reached on his first.<sup>33</sup> In his official report he pointed out the possibilities of the country along his route for the location of a post road.

In considering the adaptability of this country to the establishment of a post route, extending from the Mississippi to the Pacific, the advantages presented by the line between the Rio Grande and Pimas villages are indeed highly favorable. . . . Taking the Tucson route, we have from El Paso to the Pimas about four hundred miles, of which there are about three hundred miles of hard and smooth road, resembling a macadamized, and almost equal to a plank road.<sup>34</sup>

He estimated that a trip between Fulton, Missouri, and San Diego, California, would take less than thirty days.<sup>35</sup>

Secretary of War Davis in digesting the results of the railroad surveys between the thirty-fifth and thirty-second parallels at the time of his annual report of 1855, observed that,

. . . it appears practicable to obtain, at a small expense, a good wagon road, supplied with water by common wells, from the Rio Grande down the San Pedro and Gila and across the Colorado desert. Such a road would be of great advantage in military operations, would facilitate the transportation of the mail across that country, and relieve emigrants pursuing that route from much of the difficulty and suffering which they now encounter.<sup>36</sup>

In the third session of the thirty-fourth Congress, 1857, Senator John S. Phelps of Missouri and Delegate Miguel A. Otero of New Mexico combined their efforts to obtain a \$50,000 appropriation for a wagon road from Fort Defiance in New Mexico to the Colorado River near the mouth of the Mohavé. Sections one and two of the act provided for two other transcontinental wagon routes: \$300,000 was to be expended on a road from Fort Kearny via the South Pass

to California, and \$200,000 was to be spent on a thirty-second degree route from El Paso to Fort Yuma.<sup>37</sup> These first two roads were specifically assigned to the supervision of the Interior Department, but section number three did not specify to whom the responsibility for the construction of the Fort Defiance-Colorado River road was to be given. Because of this ambiguity, the road eventually came under the direction of the War Department, whose interest in wagon roads had been established by long practice in local construction and survey.<sup>38</sup> For a time after the passage of the bill, however, applications for positions on the Fort Defiance road continued to reach the Secretary of Interior.<sup>39</sup>

The man chosen by the Secretary of War to build this road was Edward Fitzgerald Beale, who was credited with attracting Davis to his plan for using camels on the western plains. His appointment allowed the merging of the camel experiment with road building.<sup>40</sup>

In June, 1857, Beale and his wagon train left San Antonio for Fort Defiance in the Canyon Bonito of the Navajo country, 180 miles west of Santa Fé, where their road-building duties were to begin. Beale was a strict disciplinarian, forcing his men to break camp before daybreak, to march until the mid-morning, and after a short rest, to resume their forward progress until late afternoon. The first leg of the journey lasted from June 25 to August 25, a two month trip which had been uneventful if exciting to local citizens who had never seen a camel. Many observers thought a circus had come to town.<sup>41</sup>

Beale's Fort Defiance arrival was appropriately celebrated.

As we stood in the warm sun of August, it was most refreshing to see the captain's servant throw off the folds of a blanket from a tub in the bottom of the wagon, and expose several large and glistening blocks of ice, while at the same time the captain produced a delicate flask of "red eye."<sup>42</sup>

Beale did not pause long at Fort Defiance. On the afternoon of August 27, 1857, he led his wagon train out of the fort into the wilderness.

No one who has not commanded an expedition of this kind, where everything ahead is dim, uncertain, and unknown, except the dangers, can imagine the anxiety with which I start upon this journey.<sup>43</sup>

Until their arrival on the Colorado River bank on October 18, the group bored westward, searching for water, marking a wagon trail, and overcoming obstacles to travel by temporary expedients. This first trip to the Colorado River was more exploratory than anything else. Although some improvement of the route was attempted,

Beale's actual road building was confined to his later trips over the route.<sup>44</sup>

Moving westward along the thirty-fifth parallel to the Puerco River, the wagon road-building party followed that river to the Little Colorado. After heading northwestward to Walnut Creek, they then turned westward to Gabriel's spring. Thence they moved southwest almost to the thirty-fifth parallel to reach the Colorado River bank.<sup>45</sup> Beale proceeded with his group to Fort Tejon, ninety miles north of Los Angeles, where he purchased provisions for the projected return over his route.

The return journey commenced on January 23, 1858. This trip was made in order to check his route for winter travel, as well as to straighten out some detours and improve it further. Beale was pleased to find the route so well marked by his summer passage over it. They made the return trip rapidly, traveling from January 23, until February 21.

It is pleasant to see our old camps again, and to recall the anxious hours we passed at them when in doubt as to what we were to find ahead of us.<sup>46</sup>

On his arrival at the point where his newly established road intersected the road leading north to Fort Defiance, Beale entered in his journal:

A year in the wilderness ended! During this time I have conducted my party from the Gulf of Mexico to the shores of the Pacific Ocean, and back again to the eastern terminus of the road, through a country for a great part entirely unknown, and inhabited by hostile Indians, without the loss of a man. I have tested the value of the camels, marked a new road to the Pacific, and travelled 4,000 miles without an accident.<sup>47</sup>

Beale was not wholly satisfied with his accomplishments in road building, and made several recommendations for improving his work. Presuming that no further doubt as to the practicability of a wagon road along the thirty-fifth parallel existed, he asked that \$100,000 more be appropriated to build bridges, cut off elbows and straighten the road. Water facilities could be increased by strategically located dams or reservoirs. He believed that the cost of these improvements would be paid fourfold by the increased value of the public lands along the road, and a military post situated on the Colorado River would perfect the route.<sup>48</sup>

Beale's recommendations had their effect. In April, Otero introduced a bill for the construction of a wagon and emigrant road in the territory of New Mexico from Albuquerque to the Colorado River. After the first and second reading it was referred to the

Committee on Military Affairs.<sup>49</sup> On May 10, 1858, Charles J. Faulkner of Virginia reported the bill to the Committee of the Whole and ordered it to be printed.<sup>50</sup> In a vote on May 14, the bill was rejected by the House of Representatives. Sentiment in favor of the measure continued, however.<sup>51</sup> In the Senate on May 20, Robert W. Johnson of Arkansas offered a resolution which was unanimously agreed upon: that the Committee on Military Affairs and Militia investigate the propriety and expediency of opening a road from Fort Smith, Arkansas, to Albuquerque, New Mexico.<sup>52</sup> Another bill was introduced on May 26, by Senator Trusten Polk of Missouri for completing the Albuquerque to the Colorado River road.<sup>53</sup> Senator Stephen Douglas of Illinois reported this bill out of the Committee on Territories without amendment in June.<sup>54</sup> None of these measures managed to squeak through a national legislature in which the people's representatives were splitting into factional groups in accordance with their respective attitudes toward the institution of slavery.

But, in this instance, the need for roads overbalanced sectional considerations, and the Army Appropriation Act of June 12, 1858, set aside \$50,000 for ". . . the construction of bridges and the improvement of the crossings of streams on the road from Fort Smith, in Arkansas, to Albuquerque, in New Mexico . . ." and \$100,000 was appropriated.

. . . to be expended in completing connected sections of the road extending from Albuquerque, in the Territory of New Mexico, westward, on the route to the Colorado River, on, or near the thirty-fifth parallel of north latitude.<sup>55</sup>

Thus, the overwhelming need for transposition facilities resulted in a political compromise that assured a road to the West from Fort Smith to the Colorado River along the line surveyed, explored, and partially built by Beale. The War Department continued to exercise jurisdiction over the work.

And Beale was retained to build the newly authorized road. Although actually building a wagon road, Beale's introductory letter in the journal of his trip includes some five pages of comment on the suitability of the country for the construction of a railroad. This, again, suggests an interaction between railroad and wagon road surveys. It has been demonstrated that the railroad surveyors were interested in wagon roads, now it can be shown that a wagon road builder was likewise interested in railroads.<sup>56</sup>

After a delay of ten days at Fort Smith caused by organizing his forces, the wagon train got under way on October 28, 1858.<sup>57</sup> Sixty-

one days later they encamped at Hatch's ranch in New Mexico. They used the ranch as a base of operation from which to re-survey the country between the Canadian River and their temporary headquarters.<sup>58</sup> While the animals of the expedition rested for two months at Hatch's ranch, Beale visited his old friend Kit Carson in Santa Fé.<sup>59</sup>

The section of the road from Fort Smith to Albuquerque which had just been traversed by Beale and his men, had required little attention since it was a well-traveled route, but it had needed several bridges over certain of the creeks and rivers. On November 15, Beale had ordered his assistant H. B. Edwards to organize a bridge building party to erect wooden bridges over those streams that he, Beale, should direct. In all, the bridge builders had constructed nine bridges: over San Bois River, Longtown Creek, Little River, Gypsum Creek, Elm Creek, Comet Creek, Marcou Creek, Wood Creek, and Oak Creek.<sup>60</sup> But Beale considered these wooden bridges only as temporary expedients:

. . . all the creeks we have passed for the last three days will require permanent bridges of iron, so that the Indians cannot burn them, or else the emigrant must follow the divide to the great loss of time and distance.<sup>61</sup> The other road work accomplished by Beale's men on this first section of the Fort Smith-Colorado River road consisted primarily of cutting down trees and blazing others to mark the route. Those streams that were not bridged were made passable by working down the banks of the streams.<sup>62</sup>

On February 26, 1859, Beale and his caravan left Hatch's ranch to improve the route from Albuquerque to the Colorado River. His party included: Absalom, his Negro manservant; his five greyhounds, Nero, Fannie, Prince, Buck, and Remus; two Indian hunters, Little Axe and The Delaware; and a herd of 250 sheep.<sup>63</sup> This motley group spent five days in Albuquerque preparing for the work which lay ahead, and on March 9, marched to the Puerco River the bridging of which Beale estimated to cost from \$5,000 to \$7,000.<sup>64</sup> Moving rapidly westward by way of the Gallo and Agua Fria, no road repairing was done until March 16, when Beale found it necessary to delay five days while the road near the summit of ". . . the dividing ridge of the dreaded Rocky Mountains . . ." was improved.<sup>65</sup>

Following his itinerary of the previous season to Inscription Rock, he found the road in good condition. He then explored the surrounding valley.<sup>66</sup> Continuing over his old road via the Ojo Pescado, his wagons crossed the Zuñi River to enter the town of Zuñi on

March 27. After procuring corn for the wagon train from the Indians, Beale directed his men on to Jacob's well, beyond which they halted for a day to work a bad stretch of road. Fifty men made a side cut from the summit of the intervening hill to the plain.<sup>67</sup> From Jacob's well to a camp on the Little Colorado River, no further road repairs were necessary. At that point, however, Beale redirected the route of his former road, and bridged a troublesome ravine by filling it with loose rock to allow for drainage.<sup>68</sup>

At the Little Colorado a new rock ford was discovered that made the river crossing easier. On the opposite side of that river, three days were passed in removing obstacles from the road which climbed an imposing mesa while a nearby spring was cleaned out and a basin built to store the accumulating water.<sup>69</sup> A steep "pitch" at the mouth of the Cañon Diablo was worked down, but since the canyon was found impassable a detour of twenty-five miles was necessary.

Beyond the San Francisco Mountains and the Cosnino Caves, the road was graded, large rocks removed, and several springs improved by digging larger basins.<sup>70</sup> With the discovery of Delaware and Gardner spring, two days journey beyond Dornan's Pass, there was no distance of more than twenty-five miles along Beale's road without watering facilities. This resulted from Beale's willingness to relocate his road to take advantage of newly discovered water holes.<sup>71</sup>

On May 1, 1859, while Beale and twenty-five men were marching ahead of their column to engage the hostile Mohave Indians near the Colorado River, they encountered army troops who had been ordered to meet and protect the army's road builders.<sup>72</sup> Since the troops had removed the Indian danger by forcing the Mohaves to sign a treaty of peace, a battle between Beale's men and the Indians was averted. The Beale expedition moved into camp on the west bank of the Colorado River, from which the next two months were spent in working the road on the eastern side of the river between Saavedras Spring and the Colorado.<sup>73</sup> While that work was progressing, Beale and several of his close assistants absented themselves in the California settlements buying supplies for the group's return over the road.<sup>74</sup>

The trip back got underway on July 2, 1859. Pausing only long enough to drink the first mint julep concocted at Floyd's Peak, Beale rode into Albuquerque on July 29, after 108 hours of marching time. Further proof of the excellence of the route was not needed.<sup>75</sup>

During the nine months and three days that elapsed between his

Fort Smith departure and his Albuquerque return, Beale's men had built a road covering 1,422 miles.<sup>76</sup> That distance was covered in a total of 652 hours of actual marching, or more than twenty-seven full days and nights of unceasing travel.<sup>77</sup>

Having exhausted the funds appropriated for the road, Beale was still not satisfied with the results. More needed to be done. In June, 1860, he asked for a new appropriation of \$100,000 for improvements on the road west of Albuquerque. He pleaded for \$50,000 for bridging. Secretary of War Floyd forwarded this estimate with his letter of approval to John Sherman, Chairman of the Committee of Ways and Means in the house of Representatives,<sup>78</sup> but no Congressional action followed. Beale returned home to California, later to be appointed Surveyor-General of that State and of Nevada by President Lincoln.<sup>79</sup>

Beale's road was the only transcontinental road located in or through New Mexico territory by the army. It was almost poetic justice, however, for the thirty-fifth parallel route to have been given to the War Department to build since it had been army explorations that had supplied the knowledge basic to the establishment of the route. While Beale built along the thirty-fifth, the Interior Department was attempting to locate and improve a route along the thirty-second parallel, and in so doing also made use of information garnered by army personnel. The road built under Interior direction followed in whole or part the routes of Kearny, Cooke, and Parke.

#### REFERENCES

1. Robert R. Russel, "The Pacific Railway Issue in Politics Prior to the Civil War," *The Mississippi Valley Historical Review*, edited by Milo M. Quaife, Vol. XII, No. 2 (September, 1925), 189. In this article Russel writes that wagon and stage roads were accepted by many as temporary expedients to the solution of the transportation and communication problems. He does emphasize that many contemporaries believed that such roads had to precede railroads. *Ibid.*, 193.
2. LeRoy R. Hafen, *The Overland Mail, 1849-1869, Promoter of Settlement, Precursor of Railroads* (Cleveland, 1926), 15 f. Hafen seems to skip one step in the process of transportation development by moving directly to post roads without considering the prior building of wagon roads. He argues that wagon road appropriations created a moral obligation to put stage coaches on them. Although demands for mail service was one of the causes for the building of common roads in the West, it was only one. *Ibid.*, 83 f. Also see Roscoe P. Conkling and Margaret B. Conkling, *The Butterfield Overland Mail, 1857-1869*, Vol. I (Glendale, California, 1947).
3. Gwin was a Southerner. His early medical background yielded to his desires for political position, and after moving to California in 1849, he was chosen Senator from that State for the first eleven years of its existence. He was ruined politically by the Civil War when he sided with the Confederacy. John D. Wade, "William McKendree Gwin," *The Dictionary of American Biography*, edited by Dumas Malone, VIII (New York, 1932), 64 f.
4. Weller was from Ohio. He served as Ohio's Representative in Congress from 1839-

- 1845 where he was an influential member of several important committees. Rising from a private to Colonel in the Mexican war, he was chosen the first U. S. Commissioner to survey the Mexican boundary following the conflict. He was Senator from the Governor of California in the Fifties. P. O. Ray, "John B. Weller," *The Dictionary of American Biography*, edited by Dumas Malone, XIX (New York, 1936), 628 f.
5. Hafen, *op. cit.*, 80.
  6. U. S. *Statutes at Large*, XI (1867), 27. Cited in Hafen, *op. cit.*, 81. Also see: W. Tarrantine Jackson, "The Army Engineers as Road Surveyors and Builders in Kansas and Nebraska, 1854-1858," *The Kansas Historical Quarterly*, Vol. XVII, No. 1 (February, 1949), 57 f.
  7. R. S. Cotterill, "The National Railroad Convention in St. Louis, 1849," *The Missouri Historical Review*, Vol. XII, No. 4 (July, 1918), 203-215. For contemporary editorial opinion on the St. Louis convention, see: *The Western Journal*, Vol. III, No. 2 (November, 1849), 71-75. For details of the Memphis Convention, see: *The Commercial Review of the South and West*, edited by J. D. B. DeBow, Vol. II, No. 3 (March, 1850), 217-232.
  8. "Pacific Railroad Convention at Philadelphia," *The Western Journal*, Vol. IV, No. 1 (April, 1850), 67 f. Also see: "Pacific Railway—The Boston Project," *The Western Journal*, Vol. III, No. 1 (October, 1849), 1-12. An excellent discussion of the different railroad conventions can be found in Robert R. Russel, *Improvement of Communication with the Pacific Coast as an Issue in American Politics, 1783-1864* (Cedar Rapids, Iowa, 1948), 34-53. Most of Russel's emphasis, however, is on railroad projects. He does not lay any stress upon demands for practical roads.
  9. "Railroad to the Pacific—Senator Benton's Bill," *The Western Journal*, Vol. II, No. 1 (January, 1849), 194 f.
  10. "Pacific Railway Convention at St. Louis," *The Western Journal*, Vol. III, No. 2 (November, 1849), 72 f.
  11. "The Memphis Convention," *The Commercial Review of the South and West*, edited by J. D. B. DeBow, Vol. II, No. 3 (March, 1850), 232.
  12. A native of New York State, O'Reilly began his professional life as a newspaper editor on the *New York Patriot*. Later as editor of the *Rochester Daily Advertiser* he opposed Thurlow Weed's candidacy. In 1845 he contracted with Samuel F. Morse and Amos Kendall to raise capital for telegraph line construction east of the Mississippi, which project he successfully accomplished. He was influential enough to attract the attention of many western newspapers and journals to his transcontinental telegraph scheme, especially *The Western Journal*. See: William Mill Butler, "Henry O'Reilly," *The Dictionary of American Biography*, edited by Dumas Malone, XIV (New York, 1936), 52 f.
  13. "Memorial of Henry O'Reilly," *Senate Miscellaneous Documents*, No. 67, 32nd Cong., 1st Sess., 1851-1852 (n.d.), 1-34. Senator Weller, in his oration concerning the location of authority over the transcontinental wagon roads in 1856, remarked, ". . . I ask the Senate whether we are not compelled, from the fact that the emigration to California has now to pass through foreign territory, to open a communication directly with the Pacific, overland? The population which we particularly desire, agriculturists and laboring men, cannot now go there. . . . Besides, the very moment you open this wagon road, you will have a telegraph. That prince of telegraphers, O'Rielly [*sic*], would open a line within fifteen months to San Francisco." *The Congressional Globe*, 34th Cong., 1st Sess., 1855-1856, Vol. XXV, Part 2, 1298.
  14. Matthew Fontaine Maury was, perhaps, the most influential non-political figure in Washington supporting transportation projects of various kinds. He attended the St. Louis Convention, and corresponded with many western journals, including *The Western Journal*. A Virginian, Maury was promoted to Lieutenant in the Navy in 1836. Appointed head of the Naval Observatory in 1842, he became world renowned for his work in oceanography. He is credited with cutting down the sailing time to California from 180 to 133 days. He served with the Confederacy in the Civil War, thereby ruining his public career. H. A. Marmer, "Matthew Fontaine Maury," *The Dictionary of American Biography*, edited by Dumas Malone, XII (New York, 1933), 428 ff.
  15. "Report of the Committee on the Post Office and Post Roads on a Post Road from

- Fort Smith to San Diego," *House Reports*, No. 95, 31st Cong., 2nd Sess., 1850-1851 (Washington, n.d.), 1.
16. *Ibid.*, 2.                    17. *Ibid.*, 2 f.
  18. Russel, *op. cit.*, 107 f., 173. Chapter xi is a careful discussion of the Pacific railroad surveys.
  19. Captain John Pope, "Report of Exploration of a Route for the Pacific Railroad, near the Thirty-Second Parallel of North Latitude, from the Red River to the Rio Grande," *House Executive Documents*, No. 91, 33rd Cong., 2nd Sess., 1854-1855, Vol. II (Washington, 1855), chap. ii, 5.
  20. *Ibid.*, 1-156. Since the details of Pope's explorations from Doña Ana to Preston, Texas, are not pertinent to roads in New Mexico, they have not been included. His frequent references to wagon roads, however, substantiate the thesis that their development was a part of the railroad excitement of the Fifties.
  21. *Ibid.*, 39.                    22. *Ibid.*, 5.                    23. *Ibid.*, 10.
  24. *Ibid.*, 8.                    25. *Ibid.*, 37.                    26. *Ibid.*, 10.                    27. *Ibid.*, 18.
  28. "Report of Explorations and Surveys, To Ascertain the Most Practicable and Economical Route for a Railroad from the Mississippi River to the Pacific Ocean," *House Executive Documents*, No. 91, 33rd Cong., 2nd Sess., 1854-1855, III (Washington, 1856), 1-136.
  29. *Ibid.*, 17.
  30. "Conclusion of the Official Review of the Reports upon the Explorations and Surveys for Railroad Routes from the Mississippi River to the Pacific Ocean," *Senate Executive Documents*, No. 78, 33rd Cong., 2nd Sess., 1854-1855, VII (Washington, 1857), 36.
  31. Lieutenant John G. Parke, "Report of Explorations for that Portion of a Railroad Route, Near the Thirty-Second Parallel of North Latitude, Lying between Doña Ana, on the Rio Grande, and Pimas Villages, on the Gila," *House Executive Documents*, No. 91, 33rd Cong., 2nd Sess., 1854-1855, II (Washington, 1855), 1-26.
  32. *Ibid.*, 5.
  33. Lieutenant John G. Parke, "Report of Explorations for Railroad Routes from San Francisco Bay to Los Angeles, California, West of the Coast Range, and from the Pimas Villages on the Gila to the Rio Grande, near the 32d Parallel of North Latitude," *Senate Documents*, No. 78, 33rd Cong., 2nd Sess., 1854-1855, VII (Washington, 1857), 3 f.
  34. *Ibid.*, 33 f.                    35. *Ibid.*, 34.
  36. "Conclusion of the Official Review of the Reports upon the Explorations and Surveys for Railroad Routes from the Mississippi River to the Pacific Ocean," *Senate Executive Documents*, No. 78, 33rd Cong., 2nd Sess., 1854-1855, VII (Washington, 1857), 8.
  37. *U. S. Statutes at Large*, XI (1867), 162.
  38. Letter from J. S. Phelps to the President, March 30, 1857. National Archives, Department of Interior MSS, Incoming Correspondence. Phelps wrote that: "It was my intention to have that road (the Fort Defiance road), which is a growth of several plans under the same authority the other two roads (the Fort Kearny and the El Paso roads) were placed. This much I deem it proper to say as I am the originator of the 3d section of the act Fort Defiance & Colorado road, & in fact the draughtsman of that section." Evidently by the date of Phelps's letter the road had been handed to the War Department, and the most logical explanation, although doubtful, is that Phelps and Otero overlooked the importance of specifying the construction authority in the section which they drafted. That Phelps himself was confused can be shown by an earlier passage in the letter just cited in which he admits Otero's assistance, but by the last two paragraphs he claimed all credit himself. Since the manuscript correspondence used in this chapter may be found in the location just cited, no further reference to its location will be made.
  39. Letter from N. Henry Hutton to Jacob Thompson, March 25, 1857; A. W. Reynolds to Jacob Thompson, March 26, 1857; Phelps to Thompson, March 30, 1857; James M. Philips and R. H. Leonard to Thompson, March 30, 1857. Since no manuscript applications are on file in Interior records after March 30, 1857, that date can be

assumed to be the turning point in the switch of authority over the location and building of the Fort Defiance road from Interior to the War Department.

40. Stephen Bonsal, *Edward Fitzgerald Beale, A Pioneer in the Path of Empire* (New York, 1912), 198-201. The purchase of camels had been authorized by an act in 1855, and according to Bonsal, seventy-six camels were brought to Indianola, Texas, in two separate voyages in 1856. Bonsal refers to Beale as a General, although Floyd addressed him in his correspondence to him as E. F. Beale, esq.
41. Beale reported one such incident. A native of a settlement near Albuquerque, after noticing the bright red ambulance wagon and the camels, asked Beale,  
"Dis show wagon, no?"  
I replied, "Yes."  
"Ah, hal You be dee showmans, no?"  
"Yes, sir."  
"What you gottee more on camelos? Gottee any dogs?"  
"Yes, monkeys too, and more."  
"Whattée more?"  
"Horse more."  
"Whattée can do horse?"  
"Stand on his head, and drink a glass of wine."  
"Wagon Road from Fort Defiance to the Colorado River," *House Executive Documents*, No. 124, 35th Cong., 1st Sess., 1857-1858, XIII (Washington, 1858), 32. This quotation is cited in *Uncle Sam's Camels*, edited by Lewis Burt Lesley (Cambridge, 1929), 74. Lesley's citation, however, is in error.
42. "Wagon Road from Fort Defiance to the Colorado River," *House Executive Documents*, No. 124, 35th Cong., 1st Sess., 1857-1858, XIII (Washington, 1858), 36. Also cited in Lesley, *op. cit.*, 84.
43. "Wagon Road from Fort Defiance to the Colorado River," *House Executive Documents*, No. 124, 35th Cong., 1st Sess., 1857-1858, XIII (Washington, 1858), 37. Partially cited in Lesley, *op. cit.*, 87.
44. Beale noted in his journal on September 25: "The road was perfectly level, with the exception of the gullies, which we worked down without difficulty." Another entry reads: ". . . and this trail, travelled by one large emigrant train, will make as firm and fine a natural road as could be desired." The ambiguity of the term "wagon road building" is again apparent. Much of the work was done by turning wheels that packed the earth and defined the road. That Beale, however, looked on road building as separate from exploring can be illustrated by an entry dated September 12: "We unfortunately have no guide, the wretch I employed at the urgent request and advice of every one in Albuquerque, and at enormous wages, being the most ignorant and irresolute old ass extant."  
"This obliges us to do the double duty of road making and exploring, which is very arduous, besides adding infinitely to my anxiety and responsibility." "Wagon Road from Fort Defiance to the Colorado River," *House Executive Documents*, No. 124, 35th Cong., 1st Sess., 1857-1858, XIII (Washington, 1858), 43, 48, 51.
46. Beale and his men were welcomed at the Colorado River by an Indian from the nearby Mohave Villages who greeted them heartily, "God Damn my soul eyes. How de do! How de do!" *Ibid.*, 75. Also cited in Lesley, *op. cit.*, 113.
46. "Wagon Road from Fort Defiance to the Colorado River," *House Executive Documents*, No. 124, 35th Cong., 1st Sess., 1857-1858, XIII (Washington, 1858), 79.
47. *Ibid.*, 87. Cited in Bonsal, *op. cit.*, 229, and in Lesley, *op. cit.*, 123.
48. "Wagon Road from Fort Defiance to the Colorado River," *House Executive Documents*, No. 124, 35th Cong., 1st Sess., 1857-1858, XIII (Washington, 1858), 2 f.
49. *The Congressional Globe*, 35th Cong., 1858, XXXV, 1517.
50. *Ibid.*, 2032.      51. *Ibid.*, XXXXVI, 2133.      52. *Ibid.*, 2259.
53. *Ibid.*, 2399.      54. *Ibid.*, 2664.
55. *U. S. Statutes at Large*, XI (1867), 336.
56. "Wagon Road - Fort Smith to Colorado River," *House Executive Documents*, No. 42, 36th Cong., 1st Sess., 1858-1860, VI (Washington, 1860), 2-8.
57. *Ibid.*, 8.      58. *Ibid.*, 30.      59. *Ibid.*, 31.
60. *Ibid.*, 9, 10, 12, 13, 18, 19, 20. The remains of the bridges over San Bois and the

Little River were still in existence in 1934. See the reprint of Beale's journal, "Survey of a Wagon Road from Fort Smith to the Colorado River," edited by Grant Foreman, *Chronicles of Oklahoma*, XII (March, 1934), 74-96.

61. *Ibid.*, 19.      62. *Ibid.*, 12 f.      63. *Ibid.*, 33.      64. *Ibid.*, 35.  
 65. *Ibid.*, 36.      66. *Ibid.*, 36 ff.      67. *Ibid.*, 40.      68. *Ibid.*, 41 f.  
 69. *Ibid.*, 43.      70. *Ibid.*, 44.      71. *Ibid.*, 47.      72. *Ibid.*, 49 f.  
 73. *Ibid.*, 50. Beale wrote that: "Two months' work has made a vast change on the road over the mountain; an ordinary six-mule team may now easily go through John Howell's Pass, hauling thirty-five hundred . . ."  
 74. *Ibid.*, 49 f.  
 75. Beale wrote in his journal: "I found growing in the valley of the well (Kerlin's well) some fine mint. I had brought but one bottle of brandy with us, intending to keep it for fear of a rattlesnake bite, but the temptation was too strong; so, gathering a handful or two of the mint, we returned to camp and manufactured the first mint julep ever drank at Floyd's Peak." *Ibid.*, 52. Beale constructed a table of his trip back from the Colorado River to Albuquerque which is appended to his journal. In explaining this procedure he wrote that, "I have caused this table to be kept in order to exhibit the ease with which loaded wagons may pass over that portion of the road which I consider the least favorable for wheel vehicles. That portion east of Leroux Spring has been thoroughly worked, and is in every part complete as a wagon road. In returning, during the time that this table was kept, our animals were subsisted entirely on grass, and this table, for these reasons, is considered as important, giving evidence as it does, of the favorable character of the road." *Ibid.*, 59.  
 76. *Ibid.*, 76-91.      77. *Ibid.*, 87.  
 78. "Estimate — Completion of Wagon Road from Fort Smith to the Colorado," *House Executive Documents*, No. 98, 36th Cong., 1st Sess., 1859-1860, VII (Washington, 1860), 1-2.  
 79. W. J. Ghent, "Edward Fitzgerald Beale," *The Dictionary of American Biography*, II (New York, 1929), 88 f.

## PASSWORD

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**CONFEDERATE VICTORIES IN THE SOUTHWEST:  
PRELUDE TO DEFEAT.** *From the Official Records.*  
*Edited by the Publishers.*

(Albuquerque: Horn and Wallace, 1961.)

THE CIVIL WAR in the Southwest did not last very long and its two real battles — Valverde and Glorieta — were skirmishes compared to the mighty encounters farther east. Consequently it has been passed over lightly by historians of years gone by. The oncoming of the Civil-War Centennial, however, stimulated a number of people to write books about the struggle along the Rio Grande and the men who directed it. The present volume, then, is not the first on its subject, but it is one of the most useful. It culls the pertinent letters and reports from the 130 volumes of the Official Records, reproduces them in facsimile, and presents them to the interested reader in a handsome format designed by Jack Rittenhouse of the Stagecoach Press.

The editors had to solve one difficulty. Even this minor part of the great conflict overflowed so many pages that one modest volume could not hope to contain them all. They chose to confine themselves to the high tide of the Confederate invasion with the Battle of Valverde as the focal point. They ignore the preliminary gathering of Baylor's men at El Paso and take up the story with the surrender of Major Lynde and his Union forces from Fort Fillmore. They break off as the Battle of Glorieta is about to begin.

For the benefit of readers who would like to have the whole story, the publishers announce that a second volume covering the Confederate disaster and retreat will be issued. When this appears, the Man who Wants to Know will have all the material in his hands at a great saving of time and trouble.

C. L. SONNICHSEN

*Texas Western College*

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**CORRIDOS & CALAVERAS.**

*By Edward Larocque Tinker. Translations by Americo Paredes.*

(Austin: University of Texas Press. \$5.00. 60 pp. Illustrated.)

IN NOVEMBER OF 1901 the police in Mexico City raided a formal dance and arrested forty-one young men, half of them in male evening attire and the others in formal gowns. A number of the "ladies" were carrying dolls. One of the first fruits of the resultant scandal was a *corrido*, "Los 41 Maricones,"

which was printed up in a broadside with a hilarious illustration and given wide circulation. It was such a hit that in Mexico and along the border to this very day *cuarenta y una* designates a homosexual.

"*Corridos*" are bits of doggerel set to music in celebration of notable incidents such as that of *los maricones*, though to be sure many of them deal with matters of more substance: military victories, for instance, or executions of famous criminals, or the laments of aging maidens who need husbands. Almost anything, in short, might crop up as the subject of a *corrido*.

"*Calaveras*" are somewhat similar but more narrowly specialized. *Calavera* means both "skull" and a "madcap, reckless fellow," and the songs which are known generically as *calaveras* are madcap verses featuring skeletons, ghouls and other grisly characters. Perhaps only in Mexico, where children eat sugar candy fashioned as coffins, skulls, etc., could such a lighthearted treatment of such grim matter win popular acclaim.

*Corridos & Calaveras* is an entertaining collection of songs of the two types, with an informative and interesting text by Edward Larocque Tinker. The songs are reproduced in facsimile from the broadsheets on which they were originally circulated. The original illustrations, mostly woodcut, are here too, of course, and in their way they are as wonderful as the songs. The back of the book provides translations by Americo Paredes who formerly taught at TWC and is now at the University of Texas.

The reader picks up interesting miscellany. For instance: did you know that in a sense we owe the word *mariachi* to Maximilian? Many of his soldiers married native women, and Mexican musicians were recruited to play at the wedding feasts, or *marriages* as the French called them. "*Mariachis*" was as close as the peons could come to the French word, and the bands became known by that name.

*Corridos & Calaveras* is a handsome book as well as an entertaining one. The only complaint the reader is likely to make is that it's too short. One wants more. More books should suffer from the same shortcoming!

Texas Western College

RAY PAST

### *Contest Winners*

THE FOLLOWING ARTICLES were chosen by the membership of the Society as the best published during the year 1961:

First prize of \$100 went to Major Richard K. McMaster for his two parts article, "Canby's Captains of the Southwest: 1860-1862."

Second prize of \$50 went to Colonel Albion Smith for his "Recollections of Camp Cotton."

Third prize of \$25 went to Mrs. Helen Roberts Coggeshall for "The Happy Invasion of 1916."

The awards will be made at the January meeting of the Society.

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READERS OF *Password* will recall Dr. Martin Hardwick Hall's excellent article, "The Baylor-Kelley Fight: A Civil War Incident in Old Mesilla," in the July, 1960 (Vol. V, No. 3) issue of the quarterly. Recently, Ruby V. Kelley whose husband, R. F. Kelley, Sr., is a grandson of Robert P. Kelley, wrote the editor to ask if some kind of recognition could be given in *PASSWORD* of the hundredth anniversary of the murder of Kelley. Mrs. Kelley who resides in San Antonio, Texas, enclosed the "Memoriam" from the *Mesilla Times*, January 1, 1862, and the "Obituary" from the same issue. Incidentally, all columns in this issue of the *Times* carry a black border.

Mrs. Kelley notes that "most of today's historians have not done him [Kelley] justice," that "contrary to much that has been written, his first disagreement with Col. Baylor was over Baylor's mistreatment of the Indians." And she adds: "Most say that did not come until later. However, if you will read the first annual address of Abraham Lincoln, December 3, 1861, you will see he speaks of the Public Press as one of his sources of information regarding the mistreatment of the Indians in that locality."

The Memorium which appeared on page one, reads as follows:

We send forth the *Times* this week dressed in mourning; and with our hearts it bears a keeping. The late unhappy events have brought sorrow and gloom to none more than those connected with this office. Our connection with the paper has been one [of] friendship more than of interest; and in long-continued and daily association with the late editor, we had learned to prize his manly qualities, and his nobleness of soul; and our acquaintance

has grown into the warmest friendship. With his death has been sundered the last strong tie which binds us to the soil of Arizona.\* But, while we have lost a true friend, the people and the whole country an enterprising, industrious, and persevering citizen. It is written, by men's acts ye shall know them: by his acts we know him to have been true to every honest principle of the heart, and faithful to his country, his home, and his friends. He possessed strong feelings and uncommon firmness of character, but was peaceful, kindhearted, and ever ready to respond to want with a liberal hand. We believe him to have ever been a conscientious man, though his judgment may have occasionally led him astray, for all human beings err; but if so, we will throw around those acts the broad mantle of charity, and bury their memory deep below his noble deeds, and model virtue. In private and public life he was honorable to the highest degree. He tried every man by that standard, and if found wanting, he treated him as a common enemy of mankind, be his position or power what it might. He bravely assailed what he deemed wrong, be its source great or small, actuated solely by what he deemed the strong necessities of duty. He was brave as few men are — he possessed bravely heroic. For his native South and her interests he was ever true, and was among the first to espouse her independence. He risked life, property, everything, to further her cause, and publicly proclaimed in her behalf in open defiance of the threatening Federal force with which he was then surrounded: and all this from principle. Though cut down in the prime of life, away from all kindred, and his numerous projects for their mutual good and happiness so unexpectedly and sadly thwarted, yet he lived to rejoice over the establishment of a Southern Confederacy at once great and powerful. After all this, 'twas sad that he should die at the hands of those who should have been his warmest friends and most earnest co-laborers. But, though the manner of his death must ever be a subject of bitterness with us, yet we promise, for the common good, to bury with the dead its public discussion. The God of Hosts has promised to honorable men, fitting reward; for those who transgress, He has provided repentance; and those who repent not, He will visit with remorse. To some men he attaches the seal of honesty; to others, the brand of Cain; and it is written, "Vengeance is mine, I will repay, saith the Lord."

The Obituary follows:

Died, at La Mesilla, Aza. Wednesday, Jan. 1st, 1862, Robert P. Kelley, aged 38 years.

The deceased was a native of Kentucky, reached manhood in Missouri, and was for many years a resident of Western Texas and for several years was connected with the Government Land Survey of New Mexico. For the last three years he has been a resident of Arizona. The deceased was a Civil Engineer by profession, the founder and late Editor of the *Mesilla Times*, and the projector of many enterprises for the prosperity and improvement of the Territory. He leaves an aged mother and a wife with

\*The Arizona referred to was the Confederate Territory. It included the land south of the 34th parallel in the present states of New Mexico and Arizona. It was composed of four counties: Doña Ana and Mesilla in what is now New Mexico and Ewell and Castle Dome in what is now Arizona. See the map drawn by Major Richard K. McMaster which accompanied Dr. Hall's article.

three small children in the States to mourn his loss. His remains were buried on Friday, at Las Cruces, by the Free Masons of the valley, with appropriate ceremonies.

The body of John W. Hager, a cousin of the deceased, who was murdered at Puerta de la Magelina, several months since, was buried with him. Mr. Kelley had his body preserved with the expectation of sending it to his kindred in Missouri for burial, but that now being impossible for the want of conveyance, it was deemed best to bury him here; and consequently, these two friends who have shared each others trials and hardships, and each others sorrows and hopes, and joined in each others plans for the future, now lie side by side in the silent grave. Who can check the tear of sorrow when memory calls to mind their sad fate?

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## CONTRIBUTORS to this ISSUE

RICHARD C. WHITE was born in El Paso on April 29, 1923. His parents were James C. and Lela M. White. His grandfather, James H. White, served under General Robert E. Lee. Later he was an Indian Scout, El Paso tax assessor and collector and Sheriff of El Paso county.

Mr. White attended the El Paso Public Schools, Texas Western College and the University of Texas where he received his Bachelor's degree in 1946 and his Law degree in 1949. He is a member of the El Paso Bar Assn.

During World War II Mr. White served in the U. S. Marine Corps as a Japanese Interpreter. He participated in the battles of Bougainville, Guam and Iwo Jima, receiving the Purple Heart. Later he served two terms in the Texas House of Representatives. He is married and the father of three sons.

DR. JOSEPH LEACH is Professor of English and Chairman of the English Department at Texas Western College. He is the author of *The Typical Texan*.

CONREY BRYSON is well known as the newscaster for KTSM-TV. He will also be remembered as the author of the excellent article, "The El Paso Tin Mine," *PASSWORD*, Vol. III, No. 1 (January, 1958).

DR. JACK L. CROSS, a former Instructor in History at Texas Western College, is Director of the Press at the University of Arizona.

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