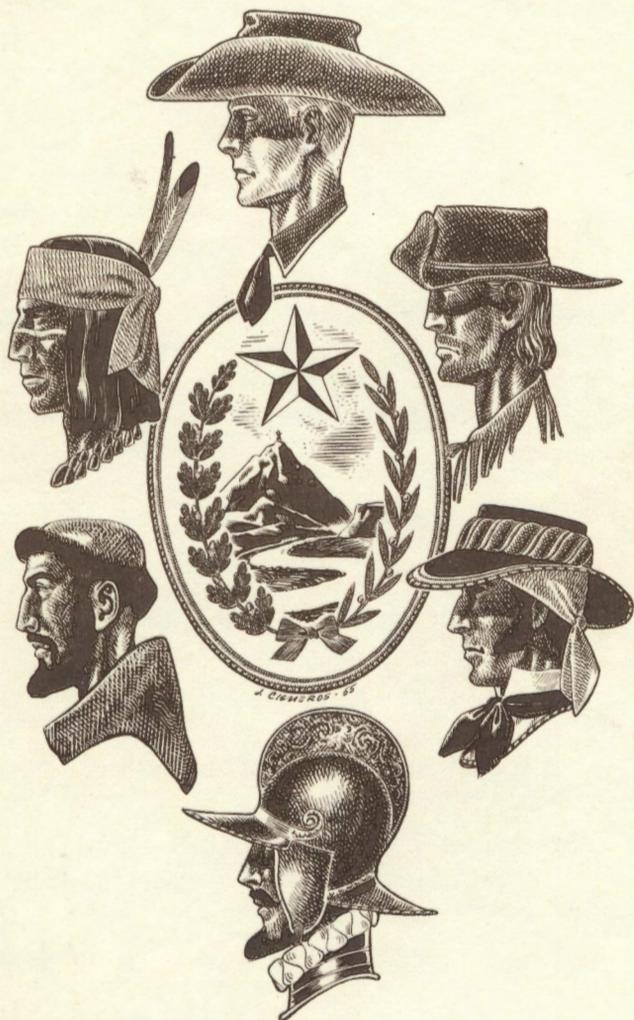


PASSWORD



THE EL PASO COUNTY HISTORICAL SOCIETY

VOL. X - No. 1

SPRING, 1965

P A S S W O R D

Published quarterly by THE EL PASO COUNTY HISTORICAL SOCIETY

EUGENE O. PORTER, *Editor*

VOL. X, NO. 1

EL PASO, TEXAS

SPRING, 1965

Contents

<i>The President's Message</i> By H. GORDON FROST	3
<i>Army Road-Building in New Mexico Territory: 1854-1861</i> By JACK L. CROSS	5
<i>San Elizario — The Celebrations of the Saints</i> By EUGENE O. PORTER	19
<i>Dallas Stoudenmire — El Paso's Most Famous Marshal</i> By STEPHEN D. HARPER	21
<i>The 5th United States Infantry in New Mexico</i> By RICHARD K. MCMASTER	29
<i>Book Reviews</i>	33
<i>MANGAN, The Life and Times of El Paso del Norte</i> — MARY ELLEN B. PORTER	
<i>BARR, ed., Charles Porter's Account of the Confederate Attempts to Seize Arizona and New Mexico</i> — EUGENE O. PORTER	
<i>Historical Notes</i>	35
<i>Contributors to this Issue</i>	38

Copyright 1965 by the El Paso County Historical Society, El Paso, Texas.

The El Paso County Historical Society disclaims responsibility
for the statements and opinions of the contributors.

Second-class postage paid at El Paso, Texas

PASSWORD

Published quarterly by THE EL PASO COUNTY HISTORICAL SOCIETY

Volume 10 Number 1

Volume 10 Number 1

Contents

The Frontier Magazine

By H. C. ...

The ...

By ...

The ...

By ...

The ...

By ...

The ...

By ...

By ...

Published quarterly by THE EL PASO COUNTY HISTORICAL SOCIETY

EUGENE O. PORTER, Editor

JACK C. VOWELL, JR., Associate Editor **CARL HERTZOG, Design Editor**

Correspondence in regard to articles for **PASSWORD** should be directed to
DR. EUGENE O. PORTER, Texas Western College, El Paso, Texas

PASSWORD is distributed free of charge to **MEMBERS** of the Society
It is *not* available to the general public

MEMBERSHIP is \$5 per year, payable to Mr. Chris P. Fox,
Treasurer, c/o State National Bank, El Paso, Texas. Questions
regarding back numbers of **PASSWORD** should be addressed to
Mrs. Paul Heisig, *Secretary*, 1503 Hawthorne, El Paso, Texas.

THE PRESIDENT'S MESSAGE

by H. GORDON FROST

IT IS WITH MIXED EMOTIONS that I write this. First, I would like to thank the membership for electing me president of this Society. This is a most singular honor which is deeply appreciated, and I shall



do my utmost to be worthy of it. Secondly, it is with great regret that I feel the untimely death of Hugh Dwyer, an ex-director of the Society, member of pioneer El Paso families, and one of the main "backbones" of our association. His oft-relied on advice and hard work for all concerned will be truly missed.

At the present the El Paso County Historical Society has approximately 500 memberships. It seems to me that an area with the population of El Paso County would have more than this number of people who are interested in joining an association dedicated to the preservation of the great history that surrounds us — and there are such people — plenty of them right here in El Paso; all we have to do is to find them and get them to join.

There are a couple of erroneous ideas that "outsiders" have concerning our Society — one is that, in order to become a member of the Society, a person must either have come from a pioneer El Paso family or must have lived in El Paso a good length of time. The other notion is that one must have a special invitation in order to join. Both of these notions are not true. All we have to do is to let people know that we belong to the Society, and ask them to join, then get their check for \$5, and send the check and new member's name to Chris Fox at the State National Bank. It's as simple as that — just ask your friends and neighbors to join.

In the 1940's, Mexico's president, Avila Camacho, instituted a program of "Each one, teach one," in order to combat the problem of illiteracy. This was quite successful. If we would adopt the program of "Each one, bring one," regarding new members, our membership would be increased twofold. Let's try it!

We now have a tape recorder to be used to tape the recollections of some of the "old timers" of this area, and anyone with suggestions

are encouraged to contact Mr. Kurt Goetting, in charge of the taping sessions.

Something new is in the offing – the Board of Directors has decided to gather recipes of El Paso County pioneers, along with a short history of the pioneer, and compile them in a cookbook to be sold at a later date. This should be a most interesting project which will require the cooperation of all members in order to be a success, so please contact Mrs. Louise Scheussler if you have ideas and/or recipes regarding this.

Again, I thank you from the bottom of my heart for electing me your president, and remember: "Each one, bring one."

ARMY ROAD-BUILDING IN NEW MEXICO TERRITORY: 1854-1861

by JACK L. CROSS

[EDITOR'S NOTE: This is the fourth and final article to be published in *PASSWORD* by Dr. Cross on road building in the Territory of New Mexico. The others were: "The El Paso - Fort Yuma Wagon Road," Part One, IV, No. 1 (January, 1959), 4-18; Part Two, IV, No. 2 (April, 1959), 58-70; and "The Pre-Road Building Period in New Mexico Territory," IV, No. 4 (October, 1959), 141-154. The "Conclusion" at the end of this article is a summary of the four articles.]

INFORMATION that was useful in the implementation of the army's local road-building program in New Mexico came from the series of explorations within the territory. Abert and Peck, Topographical Engineers left behind by Kearny because of sickness, traveled over the roads radiating out of Santa Fé, and their journal and map offered the Bureau of Topographical Engineers valuable information on the condition of local roads in New Mexico in 1846. It was discovered that roads fanned out from Santa Fé in four directions: northwest, northeast, east, and south. The roads followed the Río Grande River southwestwardly to El Paso except for the divergence at Fra Cristobal where the main road swept onto the *Jornada del Muerto*.^{*} Local highways also extended to isolated settlements built along the various tributaries to the Río Grande. However, mountains flanking both sides of the Río Grande Valley in northern New Mexico limited the transportation system in that area; furthermore, passage through these mountain ranges was very difficult.¹ Peck and Abert agreed that much work needed to be done on the roads before adequate arteries of trade and military defense would exist.

Another observer of road conditions, First Lieutenant Joseph H. Whittlesey, a Quartermaster Officer of the First Dragoons, wrote his commanding officer in 1849 complaining that the road from Santa Fé northward to Taos was cut up by arroyos and ditches. This state of affairs caused heavy breakage and wear to his transportation equipment. He reported to his superior the seventy-five mile stretch between these important New Mexico centers was repairable only at tremendous cost. From Santa Fé to La Joya, a town on the Río Grande through which ran the Taos-Santa Fé road, the route was good, but

^{*}EDITOR'S NOTE: "Journey of Death," a waterless plain stretching ninety-seven miles from Doña Ana above Las Cruces, New Mexico to the south of Fr. Cristobal where the road again met the Río Grande.

between La Joya and Taos a one hundred mile detour was necessary to reach Taos while the direct distance between these two points was only thirty-five miles. There was a path through the mountains to Taos from La Joya, but one officer reported damage to the gun carriages that he forced over the road after much difficulty; consequently, wagons could not be driven over that route. Even after the one hundred mile detour around this mule path only half-loads could be carried in the wagons. Whittlesey recommended federal appropriations to improve the roads over which he hauled supplies. A small appropriation would enable the army ". . . to blast a good and direct road along the face of the mountain where it abuts on the river, and seriously advantage the interests of the country."² The roads on the other side of the mountains east of Santa Fé, those leading to Las Vegas, El Moro, and El Rayado, were ". . . mere bridle-trails along the beds of mountain torrents."³ The road from Taos to Ocaté was so bad that only empty wagons could be driven over it.

These observations on road conditions by members of the army stationed in the area were soon reinforced by pleas originating from the inhabitants of the territory for federal assistance in improving transportation facilities. Between the years 1851-1861, the New Mexico territorial legislature presented, through its delegates in Congress, eleven petitions asking for governmental assistance in building roads and bridges.⁴ The tenor of these memorials suggests that the settlers had little interest or confidence in "free enterprise" nor did they seem overly anxious to defend their belief in extreme individualism. Rather, their pleas exhibit a tone of expectancy, a feeling that what they requested was a natural function of government, or if it was not, it should be. They seemed to understand that what they demanded was too big for them to do by themselves. Thus, in a mood of suppliance, they pointed to their distress and need:

. . . great necessity exists for public roads and high-ways; connecting the extremes of our Territory with its centre, where is the great mart of the trade and commerce of our country.

This want is now particularly felt in the region included within the county of Taos; a region rich in the most fertile vallies, admirably adapted to agricultural pursuits, and already densely populated by an industrious and thriving community; but now measurably cut off from all access to a market for the products of the soil, from the absence of any road.⁵

They believed that if the government decided to help the New Mexicans it would also be helping itself. Opening such roads would speed military operations in the area as well as decrease the high costs of shipping military supplies over the poor roads.⁶ This last argument

became a favorite with War Department officials in their statements to Congress.

In January, 1853, the legislature repeated its demand for roads, their earlier requests not seeming to have taken effect. Admitting the possibility of railroads sometime in the future, the territorial assembly declared in one petition that ". . . for the present we would be contented with common Roads, to Missouri, Arkansas, Texas, California, and Utah." The petitioners then added:

The roads in the Territory, are in a bad condition, and the great extent of these roads make the expense of a thorough repair of them altogether beyond the means of the people themselves.⁷

Not only did the New Mexico lawmakers agree with army observers in New Mexico concerning the condition of the local roads, but they agreed that the army was the logical agency to be charged with the work once it had been approved by Congress. They specifically asked that the Topographical Engineers be given the job, although it was felt that local citizens could contribute much to the success of these engineers, in helping to select the routes for the roads.⁸ In 1854, the territorial assembly requested money to build bridges over the Río Grande,⁹ and \$50,000 to improve the road between Santa Fé and Taos.¹⁰

Congress responded to these New Mexico demands, but in a much smaller measure than the New Mexicans desired. By an act of July 17, 1854, Congress appropriated \$32,000 for two roads in New Mexico: \$20,000 was to be spent in repairing the road from Taos to Santa Fé, the route that had been a constant annoyance to army officers and settlers alike; and \$12,000 to be used to improving the road from Santa Fé to Doña Ana along the route used by Kearny, Cooke, and others. On this last road most of the funds were to be used in sinking an experimental artesian well on the *Jornada del Muerto* below Fra Christobal in an attempt to furnish badly needed water supplies for those who chose to travel over that desert.¹¹

The debates in Congress over the passage of this first military road appropriation bill for New Mexico were overshadowed by the early discussions of the Kansas-Nebraska bill, and no principle of great constitutional importance arose in the arguments. Members of the national legislature, far removed from the New Mexico scene, relied heavily upon the testimony of federal officials and local residents who were eyewitness observers. Little opposition to the appropriation was encountered following the depositions of Colonel Edwin V. Sumner, and others who had served in the territory. The final vote

on the measure in the House was seventy-three in favor to fifty-nine opposed, while the Senate later passed it without a recorded vote.¹²

As soon as the bill passed, the War Department under the aggressive leadership of Jefferson Davis took action. John J. Abert, Chief of Topographical Engineers, selected Captain Eliakim P. Scammon, an officer on duty with the Lake surveys at Detroit, as superintendent of the local road-building program, and ordered him to report to Santa Fé, New Mexico, at his earliest convenience to locate and construct the roads authorized by Congress.¹³ After studying the situation, Scammon estimated that the first year of operation would require \$15,365. That amount would be distributed between the salaries of one assistant and five engineers who were to receive \$4.00 per day, the pay and subsistence of twelve infantrymen which amounted to \$6,570, the cost of mules and labor which would run some \$7,000, and \$335 for incidental expenses.¹⁴

Still uncertain, however, about the duties connected with his new assignment, Scammon requested that they be specified. Davis wrote, in answer in November, 1854, that when limited appropriations were to be spent on extended stretches and no provisions in the law designated local segments of the routes for particular attention, army engineers should first attempt to make the whole road as practicable for wagons as possible. Once the whole route had been surveyed and improved, the balance of the appropriation should then be used in repairing the more difficult sections. Davis, exhibiting that concern for local responsibility for which he later became so famous, instructed his subordinate to let the road work out by contract to civilians who lived along the line of the roads because their interests in better routes of commerce and travel would inspire them to do superior work. Scammon was informed that \$32,000 had been placed to his credit with the assistant treasurer at St. Louis, Missouri.¹⁵

In the first season Scammon spent \$13,000 on the Santa Fé-Taos and Santa Fé-Doña Ana roads. Contrary to the information supplied by Davis, this \$13,000 was the whole of the sum placed in Scammon's account, and work on the roads ceased with the exhaustion of funds.¹⁶ The complexity of bookkeeping also defeated Scammon since his request for further advances of money was denied due to the irregularity of his accounts.¹⁷ Scammon filed no detailed reports of his accomplishments as did his successor, and therefore, there is no evidence that he was successful as a road builder. In 1856 he was dismissed from the service because he could not account for a \$350 transportation charge held against him by Quartermaster General Thomas S. Jesup.¹⁸

However confused the actual New Mexico road situation under Scammon was, Davis reported as generally satisfactory the work on military roads under his Department in the western territories in his annual report of 1855.¹⁹ In 1856, however, he admitted that “. . . no further progress has been made since the last annual report toward the completion of the military roads appropriated for in New Mexico.”²⁰

Before Scammon's dismissal, Congress had appropriated money for three additional roads in New Mexico. The act of March 3, 1855, set aside \$32,000 for the construction of roads from Fort Union to Santa Fé, Tecaloté to Albuquerque, and Cañada to Abiquiu.²¹ Scammon, however, had concentrated on the Taos to Santa Fé road, accomplishing nothing on these newly authorized routes.

Responsibility for the five New Mexico roads passed to Captain John N. Macomb, who acknowledged his appointment in May, 1856.²² Late in March of the following year, Macomb arrived in Texas, and after a brief delay en route reached Santa Fé on May 27, 1857.²³ His first estimate of the amount of money needed to develop the roads placed under his direction totaled \$50,413.93.²⁴

Included among his inheritances from Scammon, Macomb found several ruined tents, some harnesses, and pack saddles. Because this equipment had deteriorated beyond use, he requested that an army survey board condemn it so that he could begin his work with new gear. After reporting the fact that Scammon had ignored all roads except the Taos to Santa Fé route on which he had really done very little, Macomb announced that he had begun an investigation of Scammon's snarled accounts.²⁵

Macomb, the new appointee, was eager to begin work. He proposed starting on three of the roads as soon as funds were made available. But before he proceeded, permission was asked to hire an assistant, preferably one who spoke Spanish. His attempts to obtain one from the Commanding General of the Military Department of New Mexico had proved unsuccessful. In addition to the assistant, Macomb wanted to be granted the authority to hire several clerks and overseers. A cabinet change delayed an authorization from Washington, but finally Secretary of War John B. Floyd approved the requests on August 20, 1857.²⁶

While awaiting the new directives, Macomb had occupied himself for several weeks in surveying the boundaries of the Fort Stanton military reservation which was located on the right bank of the Río Bonita in present-day Lincoln County, New Mexico. A part of his assignment was to determine the latitude and longitude of that post.

Upon the completion of this surveying assignment, Macomb returned to Santa Fé where he began to organize his working parties to begin operation on road building. He soon learned that one of the problems facing any officer dispensing money in New Mexico was that of obtaining specie with which to fulfill his contracts.²⁷ This deficiency had meant that United States drafts were almost useless and helped to account for some of Scammon's confusion. It was especially difficult to get local merchants to give him specie on his drafts while several of Scammon's old drafts remained unpaid. Macomb's investigation of Scammon's accounts showed more than \$7,000 outstanding against the road-building project.²⁸ Macomb obviously desired to liquidate all such claims as rapidly as possible.²⁹ Until that was done, all work would be delayed.

In January, 1858, the road-building Captain picked up \$18,000 in specie from a willing merchant by writing an unauthorized check on the government for that amount.³⁰ While the nature of this act may have been questionable, it was dictated by the local situation, and it was not accomplished surreptitiously for Macomb immediately informed the department of his action. It enabled him to begin work on the roads in March, 1858, almost two years after his appointment.

Macomb's late start is also explained by the delay caused by the New Mexico blustery winter weather. But after making a preliminary survey to locate the Fort Union-Santa Fé road, Macomb began work on its more difficult sections on March 1, 1858. While work by civilian laborers was progressing on this road, Macomb surveyed the Tecaloté-Albuquerque route.³¹ He next looked over the Cañada-Abiquiu road. The two remaining roads, Taos-Santa Fé and Santa Fé-Doña Ana were ignored for the moment because of the financial confusion still surrounding them, a reminder of Scammon's ineptitude. During March, the army superintendent reported to his Washington superiors that 1,122 days of work by foremen, overseers, and laborers had been applied to the Fort Union-Santa Fé route. The work consisted, in part, of widening the road from a single wagon track to thirty-three feet. The road had been redirected so that difficult arroyo crossings were now avoided, easier grades to all ascents and descents were built, and those parts of the road that ran through mountain passes were bolstered by reinforcing them with a retaining wall of dry masonry. Frequent flash floods in the mountains made this last type of construction imperative.³²

In April, work continued on the Fort Union-Santa Fé road, and was initiated on the Tecaloté-Albuquerque route. Three hundred and eighty-three days of work, and twelve days of wagon and team

labor was devoted to the Cañon Carnne through which the Tecaloté road ran.³³ This route was particularly important because it was on the great mail route from Fort Smith, Arkansas, the road which Edward Fitzgerald Beale was soon to improve. In May, Macomb reported another 922 days of work on this highway. Progress was slowed, however, by the crystalline granite rock which stubbornly withstood blasting operations. Yielding slowly under constant dynamitings, the granite debris was used to pave the canyon road, thus furnishing an excellent and almost permanent road.³⁴

In his next monthly report, Macomb asked that \$10,000 be advanced his road projects from the general appropriations for geographical explorations west of the Mississippi, but no evidence exists to show that this request was granted.³⁵ During August work had progressed apace on the Cañada-Abiquiu and the Tecaloté-Albuquerque roads. The former route received 1,138 days of work, while the latter was so improved that Macomb proudly wrote that what had been rough traveling had now become "delightful drives."³⁶

In September, Macomb at last started operations on the Santa Fé-Doña Ana road.³⁷ Only \$5,000 remained from the appropriation for that route, and the superintendent intended to spend the major part of that on the road between Santa Fé and Albuquerque, since the section from Albuquerque south to Doña Ana was passable.³⁸ In order to gain the benefit of an experienced crew of workmen, Macomb moved his road-building party from the almost completed Fort Union-Santa Fé road to the Santa Fé-Doña Ana route.

Having halted work momentarily on the Fort Union-Santa Fé route while he determined the amount of the appropriation to be spent, Macomb returned to that road in September and completed it in November, 1858. Construction continued on the Tecaloté-Albuquerque route until operations were closed in October. Macomb wanted to re-route the Taos-Santa Fé road along the Río Grande River, while the money remaining was to be spent on the stretch between Santa Fé and La Joya because it was used so extensively by local travel. This suggestion was approved by Floyd. Macomb wrote the Department that:

These improvements of the Roads in New Mexico are already attracting the favorable notice of the traveling public and have happened most opportunely to facilitate the very considerable extension of the mail service recently accorded the territory.³⁹

Public reaction to his work in the Galisteo valley below Santa Fé was favorable too. "Every traveller from the south is filled with praises of the route at and near the crossing of the Galisteo."⁴⁰

During the winter months, work was suspended on all of the roads except the Santa Fé-Doña Ana road in the protected Galisteo valley. Construction began again on the Santa Fé-Taos route in March, 1859, while Macomb was detailed on a tour of duty at Fort Craig, eight miles below Fort Conrad on the right bank of the Río Grande near Val Verde. Joad Houghton, Macomb's assistant, directed the road construction in his absence.⁴¹ In June, with the grants exhausted and his maps of Fort Craig completed, Macomb asked to be released from his New Mexico assignment. However, before he was relieved, he was ordered to explore the San Juan River, the lower courses of the head tributaries of the Colorado River, and to determine the best wagon route between the Río Grande and the settlements in southern Utah. Abert, acting as Secretary of War, approved Macomb's application to be removed from duty in New Mexico and authorized him to sell the animals and tools in his charge. He was to credit the proceeds of the sale to the Taos appropriation.⁴²

Macomb's labors were summarized in the annual report of the Chief of Topographical Engineers in 1859. According to that summary, the status of the five New Mexico roads was: (1) Fort Union-Santa Fé, 10,499.5 days of labor, 139 days use of teams and wagons; an additional appropriation of \$35,000 was requested, (2) Tecaloté-Albuquerque, 4,179.5 days of labor, 124 days use of teams and wagons; \$23,000 more was needed, (3) Cañada to Abiquiu, 1,138 days of labor, 13 days by teams; no further appropriation needed, (4) Santa Fé-Taos, no work had begun, but \$113,000 was estimated to be necessary for its development, and (5) Santa Fé-Doña Ana, 722 days of work by men, 26 by teams; \$25,000 needed to complete the work.⁴³

Macomb was absent on his explorations from July to October, 1859, after which time he returned to Santa Fé. However, while engaged in carrying out the Department's exploration orders, Macomb had an opportunity to inspect the results of his road work. He wrote that:

... I found, as I had expected, that the work in general had been improved by the rains, especially those parts of the new roadway which had been made in the driest weather, as in such cases the first effect of travel is to make a deep dust by grinding the dry soil which may have been thrown up to form the roadway; but this, when once saturated by the rain, becomes cemented together, and in the course of the months of dry weather common in that climate, it hardens, and affords a smooth road surface capable of resisting, in a great degree, the future rains to which it may be exposed, and it is for this reason that the common earthen road is remarkably well adapted to the greater part of New Mexico.⁴⁴

In going over the Albuquerque-Tecaloté road, Macomb found that part running through the Carnne Canyon endangered by swollen

streams, and he spent the small balance of road money in his hands on widening the road and protecting the shoulders by stone-work.⁴⁵ He regretted that no further work had been provided for, since he thought the executed improvements facilitated military operations and commercial transactions in the territory.⁴⁶ Macomb was finally relieved of duty in June, 1860, and transferred to lighthouse duty, another function under the Bureau of Topographical Engineers and undoubtedly Macomb's first love.⁴⁷

In its annual reports, the Topographical Bureau repeated its request for additional funds for the New Mexico roads.⁴⁸ But not until 1861 was any money granted. At that time, \$15,000 of the \$113,000 requested for the Taos-Santa Fé road was provided, and \$35,000 was allotted for the completion of the Fort Union-Santa Fé route, being the whole of the desired amount.⁴⁹

But work was not begun under these funds because as the Secretary of War Simon Cameron explained in his annual report for 1861:

Owing to the unsettled state of affairs, it was considered inexpedient to resume the work, and these appropriations are still applicable. The recommendations for further appropriations is now renewed, in the hope that at a more propitious period, the required means for finishing these important lines of travel may be provided.⁵⁰

The act of March 2, 1861, which made these appropriations, was the last for New Mexico Military roads until March 3, 1873, when Congress again began to grant money for this purpose.⁵¹ Thus, the Civil War not only interrupted the army road-building program in New Mexico during the years of fighting but for almost a decade thereafter.

In accordance with recommendations originating with army officers in the territory before 1850, the territorial legislature had joined the chorus demanding federal attention to the improvement of communication and transportation facilities in the territory of New Mexico. Congress had reacted to these pressures by appropriating funds and designating the works approved as military roads, thus assigning the authority over the projects to the War Department. Davis laid down the principle of contracting with local citizens for labor which was retained as a rule of procedure by succeeding Secretaries of War. It was generally realized that these local roads would facilitate military coordination as well as benefit economic conditions in the area by improving local trade and commercial relations, but whatever the end results, the Bureau of Topographical Engineers instituted its program of road building in 1854. The first superintendent to be selected, Scammon, failed, and Macomb took his place to prosecute the work as successfully as could be done within the limited funds

granted. During the period of 1854-1860, five roads had been located and built in the Río Grande Valley. Although the passage of the laws providing for these roads smacks of political bargaining and the "pork barrel," it was not only practical but expedient for the government to build the first roads in New Mexico.

But local roads were not all that the "freedom-loving" frontiersmen wanted: they begged for transcontinental wagon roads as well. And, in 1857, Congress handed the army its last road-building assignment in New Mexico, the location of the Fort Defiance-Colorado River and the Fort Smith-Colorado River roads.

CONCLUSIONS

When the army entered the territory of New Mexico in 1846 upon the commencement of the Mexican War, it found the transportation system deteriorated almost beyond use. After organizing a civil government and establishing the forts necessary for the protection of the local inhabitants, it began a series of exploratory surveys that revealed the extent to which improvements of roads were demanded. The movement of troops to California under Kearny and Cooke marked out the first routes across the unknown area, and the explorations of Simpson and Marcy connected these routes with the older areas to the east.

In the Fifties demands for the location, building, or improvement of roads began to emanate from the territorial inhabitants or from the older frontier regions where men and their families anxiously awaited the first opportunity to move into the new El Dorado of California. The pressure was so tremendous that Congress could not afford not to make some response, and a twofold program evolved. A local military road-building program was instituted in New Mexico under the auspices of the Bureau of Topographical Engineers whose two officers, Scammon and Maccomb, after a series of delays and the almost complete failure of the first officer, built five roads. While these roads were primarily located between military forts, they benefited the community's trade and commerce.

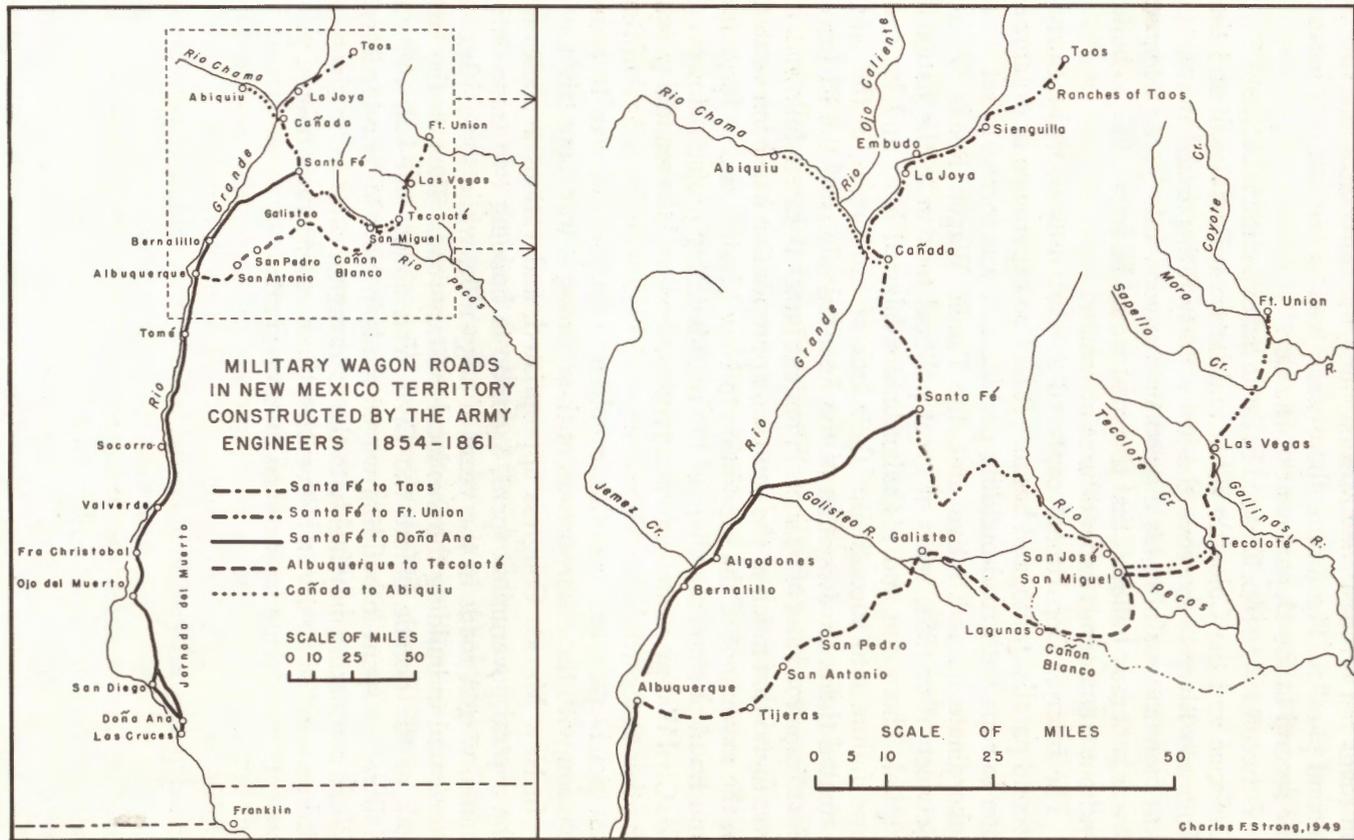
The pre-Civil War railroad excitement resulted in several railroad surveys, and when it was found that railroads had to wait for the conclusion and settlement of the issue of slavery, wagon roads were temporarily substituted for them. Two of these transcontinental wag-

on roads ran through New Mexico along the thirty-fifth and thirty-second parallel. The first of these was given to the army to locate, the second to the Department of Interior.

Between 1857-1860, Edward F. Beale led expeditions between Fort Defiance and the Colorado River and between Fort Smith and the Colorado River to improve the army thirty-fifth parallel route. He was more successful in his mission than anyone anticipated because it was generally believed that this road would be impossible to build without tremendous expenditures of money.

The Interior Department captured the authority over the thirty-second parallel route, and because it had no experience or organization to cope with road-building problems, it was forced to set up a subordinate administrative unit, the Pacific Wagon Roads Office. Between 1857-1861, years of great political tension in the national capital, Thompson and his subordinates labored hard and long to turn failure into success. But their lack of experience, in the end, defeated them. Investigation of the financial affairs of the El Paso-Fort Yuma road and of its superintendent James B. Leach followed. It was found that much of the \$200,000 appropriation had been wasted in the movement of the expedition to New Mexico, and in forgeries and fraud of some members of the road-building project. However, the Civil War prevented adequate prosecution, and the scandal which in other times would have become a dark blot upon the record of the Interior Department was also forgotten in the years of war. In comparison with the other sorrows of those times, it was mere trivia.

In New Mexico Congress appropriated, and various agencies of the central government spent, \$400,000 in building two transcontinental wagon roads in the years of 1857-1861, while some \$64,000 were used in building the five local military roads. Thus, in the last half of the decade before the Civil War, almost one-half million dollars was spent in building wagon roads in New Mexico territory. While comparing only feebly to the extravagant sums to be given to railroads in the Sixties and Seventies, these expenditures offered precedents of extreme importance to later grants.



REFERENCES

1. J. W. Abert, "Report of Lieut. J. W. Abert, of His Examination of New Mexico, in the Years 1846-47," *House Executive Documents*, No. 41, 30th Cong., 1st Sess., 1848, IV (Washington, 1848), 448, also see map accompanying this article.
2. "Annual Report of the Secretary of War," *House Executive Documents*, No. 1, 31st Cong., 2nd Sess., 1850-1851, Vol. I, Part 2 (Washington, 1850), 298.
3. *Ibid.*, 299.
4. *Laws of the Territory of New Mexico*, 1851-1861, 8 vols. The writer has analyzed all the memorials appearing in the appendices of these volumes.
5. *Laws of the Territory of New Mexico*, 1st & 2nd Sess., 1851-1852 (Santa Fé, 1852), 224-225.
6. *Ibid.*, 226.
7. *Laws of the Territory of New Mexico*, 2nd Sess., 1852-1853 (Santa Fé, 1853), 135, 137, 139.
8. *Ibid.*, 140.
9. *Laws of the Territory of New Mexico*, 3rd Sess., 1853-1854 (Santa Fé, 1854), 162.
10. *Ibid.*, 155.
11. *U. S. Statutes at Large*, X (1866), 303.
12. *The Congressional Globe*, 33rd Cong., 1st Sess., 1853-1854, Vol. XXXII, Part 1, 562-564; *ibid.*, Vol. XXXIII, Part 2, 1041; *ibid.*, Vol. XXXIV, Part 3, 1621.
13. Letter from Scammon to Abert, October 28, 1854, Incoming Letter File, Bureau of Topographical Engineers, National Archives. Most of the correspondence used in this chapter will be from the same records, therefore no further reference to the location of unpublished letters will be made.
14. Requisition by Scammon, November 21, 1854.
15. Davis to Scammon, November 28, 1854, *House Executive Documents*, 33rd Cong., 2nd Sess., 1854-1855, Vol. I, Part 2 (Washington, 1855), 42f. This letter is cited in F. T. Cheetham, "El Camino militar," *New Mexico Historical Review*, Vol XV (January, 1940), No. 1, 5f.
16. Abert to Davis, December 4, 1855.
17. *Ibid.*, Scammon to Abert, March 1, 1856.
18. Jesup to Davis, November, 1856, *Senate Executive Documents*, 34th Cong., 3rd Sess., 1856-1857, III (Washington, 1857), 252.
19. "Annual Report of the Secretary of War," *Senate Executive Documents*, No. 1, 34th Cong., 1st Sess., 1855-1856, II (Washington, 1855), 19.
20. "Annual Report of the Chief of Topographical Engineers," *Senate Executive Documents*, No. 5, 34th Cong., 3rd Sess., 1856-1857, III (Washington, 1857), 361.
21. *U. S. Statutes at Large*, X (1866), 638.
22. Macomb to Abert, May 14, 1856.
22. Macomb to Abert, May 27, 1857.
24. Macomb to Abert, May 14, 1856.
25. Macomb to Abert, June 30, 1857.
26. Macomb to Abert, July 13, 1857.
27. Macomb to Abert, July 28, 1857.
28. Macomb to Abert, July 13, 1857.
29. Macomb to Abert, November 30, 1857.
30. Macomb to Abert, January 31, 1858.
31. Macomb to Abert, April 5, 1858. Macomb referred to Tecaloté as Secalote.
32. Macomb to Abert, April 5, 1858.
33. Macomb to Abert, May 5, 1858.
34. Macomb to Abert, July 5, 1858.
35. Macomb to Abert, August 28, 1858.

36. Macomb to Abert, September 6, 1858.
37. Macomb to Abert, September 6, 1858.
38. Macomb to Abert, April 5, 1858.
39. Macomb to Abert, October 5, 1858.
40. Macomb to Abert, November 5, 1858.
41. Macomb to Abert, March 26, 1859; Macomb to Abert, April 30, 1859; "Annual Report of the Secretary of War," *Senate Executive Documents*, No. 2, 36th Cong., 1st Sess., 1859-1860, III (Washington, 1860), 874.
42. Macomb to Abert, June 3, 1859.
43. "Annual Report of Captain J. N. Macomb, Topographical Engineers," *Senate Executive Documents*, No. 2, 36th Cong., 1st Sess., 1859-1860, III (Washington, 1860), 871-874. Assuming Macomb's classification of one day of work to mean the amount of labor accomplished during one working day by one man, the average size of the parties on these roads was: Fort Union - Santa Fé, fifty-six men; Santa Fé - Doña Ana, twenty-four men; Tecaloté - Albuquerque, twenty-five men; Cañada - Abiquiu, twenty-four men; Santa Fé - Taos, twenty-seven men.
44. "Annual Report of the Chief of Topographical Engineers," *Senate Executive Documents*, No. 1, 36th Cong., 2nd Sess., 1860-1861, II (Washington, 1861), 540f.
45. *Ibid.*, 541.
46. *Ibid.*, 542.
47. *Ibid.*, 543.
48. *Ibid.*, 296.
49. *U. S. Statutes at Large*, XII (1865), 208. Macomb commented in one of his letters that he thought work should not resume that year because of the unsettled state of affairs and because of the stringent condition of the treasury. *Senate Executive Documents*, No. 1, 37th Cong., 2nd Sess., 1861-1862, II (Washington, 1862), 547.
50. *Ibid.*, 123f.
51. *U. S. Statutes at Large*, XVII (1873), 621.

SAN ELIZARIO

The Celebrations of the Saints

by EUGENE O. PORTER

THE VILLAGERS of San Elizario venerate two saints: San Isidro (also Ysidro) and San Elzear. The former is more commonly called in English Saint Isidore the Husbandman or Farmer. He is the patron of Madrid, Spain, where he spent most of his life as a farm-laborer on an estate just outside the city. He married a girl described "as poor and as good as himself" but after the early death of their only child, a son, they agreed to serve God in "perfect continence."

San Isidro is known for his liberality to the poor and for his kindness to animals. Numerous stories were told even during his lifetime which illustrate this kindness. One such story tells of a snowy winter's day when Isidro was carrying a sack of corn to be ground. As he plodded along the road "he saw a number of birds perched disconsolately on the bare branches, obviously unable to find anything to eat. Isidro opened the sack and, in spite of the jeers of a companion, poured out half its contents upon the ground." When, however, the two companions reached their destinations, "the sack proved to be still full and the corn, when ground, produced double the amount of flour."

San Isidro, whose life "exemplified perfection," died on May 15, 1130. He was enrolled among the Saints and canonized in March, 1622, together with St. Ignatius, St. Francis Xavier, St. Teresa and St. Philip Neri. In Spain, incidentally, this Holy quintet is commonly spoken of as "The Five Saints." San Isidro's wife was also canonized under the name of Santa Maria de la Cabeza.¹

San Elizarians celebrate San Isidro on the Sunday nearest the Saint's Day of May fifteenth. On the eve of the celebration *visperas* or *vesters* are said. Then on Sunday there is a High Mass at ten-thirty after which the statue of the Saint is placed on a truck and taken on a tour of the larger ranches in the parish where prayers are said and the fields blessed. The statue is accompanied by the parish priest, a committee generally consisting of five *mayordomos*² appointed by the priest, and by some of the parishioners. After the tour of the farms the statue is returned to the church. The remainder of the day is given to games, refreshments and *mariachi*³ music. It is interesting to note that a number of Latin farming communities in New Mexico also celebrate San Isidro Day.⁴

San Elizario's other patron saint, San Elzear, was born in Ansouis in Provence in 1285. He was married at the age of sixteen to Delphina of Glandèves, who was also sixteen. Both being very religious, even at that early age, they agreed to a virginal union. St. Elzear has been described as "faithful, prudent and dextrous in management of temporal affairs, both domestic and public: valiant in war, active in peace, faithful in every trust, and diligent in the care of his household. . . ." An interesting fact concerning St. Elzear is that he served as godfather at the baptism of his nephew William of Grimoard. Fifty-three years later William became pope as Urban V, and "in 1369 he signed the decree of canonization of his godfather Elzear."⁵

The *fiesta* of San Elzear is held on the Sunday nearest to that Saint's Day of September twenty-seventh unless it conflicts with Socorro's celebration of St. Michael's Day on the twenty-ninth. In that case, it is held on the following Sunday. The celebration follows pretty much the pattern of San Isidro's Day. *Visperas* are celebrated on Saturday eve and High Mass at ten-thirty on Sunday. After Mass the statue of San Elzear is carried around the village by *mayordomos* accompanied by the padre, *carabineros* (riflemen), *mariachis* and the villagers. The procession stops at the main street intersections where the *carabineros* fire salutes. The procession then returns to the church where the Rosary is repeated followed by the benediction. The *carabineros* also fire punctuating shots during the saying of the Rosary. After the religious ceremony the afternoon and evening are taken up with games, refreshments and *mariachi* music.

There are no known records to reveal just when San Elizario began to venerate the two saints. But the oldest inhabitants insist that the celebrations were ancient when they were young.⁶

REFERENCES

1. Herbert Thurston and Donald Attwater, eds., *Butler's Lives of the Saints* (New York, 1956, 4 vols.), 11, 323-324.
2. Majordomos or head stewards.
3. *Mariachi* is a musician who plays popular Mexican tunes. There is a theory that *mariachi* is from the French word for marriage (*mariage*), that the French during the Maximilian episodes introduced and popularized music at weddings. This is disputed, however, by some of Mexico's leading scholars, especially Francisco J. Santamaria, who attributed the word to the Cocula Indians in the state of Jalisco, where it existed, according to Santamaria, "*de tiempo immemorial*." See Santamaria, *Diccionario de Mejianismos* (Mexico City, 1959), entry, "*mariachi*."
4. Interview with Father Marcel Lesage, parish priest of San Elizario, Dec. 28, 1964.
5. Thurston and Attwater, eds., *Butler's Lives of the Saints*, 111, 661-662. Also John Coulson, ed., *The Saints: A Concise Biographical Dictionary* (New York, 1958), 157.
6. Interview with Father Lesage, December 28, 1964.

DALLAS SToudenMIRE

El Paso's Most Famous Marshal

by STEPHEN D. HARPER

DALLAS SToudenMIRE, El Paso's most famous, most blood-stained and most hated peace officer, arrived in El Paso on April 1, 1881 and shortly thereafter he was appointed city marshal. A little more than a year later, on September 18, 1882, he was shot and killed during a gun-fight on El Paso Street in front of what is now the Hotel Paso del Norte. Who was Dallas Stoudenmire? Where did he come from? What did he do here? Why was he killed? In order to answer these questions it is necessary to look back to the early part of the year 1881, to a period just prior to Stoudenmire's coming to the border city.

In the spring of 1881 four railroads were being built towards El Paso.¹ To take care of the anticipated increase in population two additional saloons were opened — the Coliseum, operated by the Manning brothers, and the Doyle, named after its owner Jack Doyle. Doyle's saloon was located in a low adobe building on El Paso Street where the First National Bank now stands. At that time West San Antonio Street did not connect with Santa Fé Street. Rather, the two were separated by a third saloon.

One day in March George Look went into Doyle's saloon and was asked by the owner if he had an extra .45. Look told Doyle that he did not but that he could get one for ten dollars Mexican money.² Doyle told Look to get the gun, place it on a table in the back room and to say nothing about the incident. Look did as he was asked. There were already several guns on the table. There were also several Mexican girls in the room. These remained awhile, smoking and talking, and then left. The guns disappeared with the girls. They were taking the guns to the other side of the river³ to some Americans who were in jail for robbing a peddler. The peddler had gone into a dancehall in Juárez and flashed some money. The Americans took him out and robbed him. This happened three or four times because after each assault the peddler returned to the dance and flashed more money. Finally the Americans took the peddler out and stripped him, stealing in all about eight hundred dollars.

On the day following the robbery the Mexican authorities arrested every American in the city. Among them was a group known in El Paso as the "hard faction" and also as "the gang." It was composed of men known only as Nisby, Joe Thompson, the Lafayette Kid, Ryan and Joe King. Thompson was confined in the first corral of the

Juárez jail which was located on 16 de Septiembre Street at Pomiente Street. At that time the Juárez jail had no gates between the main corral and the front entrance but was guarded by a squad of five soldiers commanded by a captain.

The girls took the guns to the above-named men and when Thompson received one he shot the captain in the stomach. Thompson then knocked down two of the soldiers and yelled for the other Americans to come out of the building. Nisby, King, the Lafayette Kid and Ryan were scared but finally came out. As they left the jail Ryan ran into a saloon down the street and hid behind the bar where he was found and returned to jail. The Lafayette Kid tripped, fell into a gutter, and rolled down the hill where he lay in hiding. A little later he, too, was discovered and returned to jail. Nisby, Thompson and King ran across the field north of the jail and, as they were crossing the *acequia* or irrigation ditch were shot by a Mexican cowboy who, at the time of the escape, was having breakfast in a restaurant opposite the *Plaza de la Cárcel*. His horse was tied in front with a Winchester attached to the saddle. On hearing the shots from the jail the *vaquero* mounted his horse and, overtaking the men, succeeded in killing all three as they crossed the irrigation ditch. Soon surprised onlookers saw dust clouds approaching and behind the clouds were three burros on which the cowboy had tied the three bodies. The corpses's heads rolled from side to side and the lifeless arms in their spasmodic twitches appeared to be appealing for mercy.

The three dead men were good friends of John Hale, the foreman of the Manning brothers' ranch in Franklin,⁴ and of George Campbell, the city marshal. Some members of "the gang" and Hale crossed the river and asked the authorities for the bodies of the Americans. The Mexican officials demanded seventy-five dollars each. As the men could not raise the money, the corpses were thrown into a ditch and buried without benefit of coffins.

Meanwhile, George Campbell announced to the city council that he would resign as city marshal unless he was given an increase in salary. As there was no money in the city treasury the council could not comply and consequently Campbell handed in his badge. The disorderly element—i.e., the hard faction—resented the "retirement" of their friend and manifested their resentment by firing shots into the houses of the city officials. No one was killed, but members of the city council and the peaceful citizens were in a state of terror. Mayor Joseph Magoffin, therefore, asked for protection from the Rangers who were stationed at Ysleta, twelve miles down the river and Sergeant James B. Gillett with five men were dispatched to El Paso to police the town.⁵

This was the situation when Dallas Stoudenmire arrived in El Paso on April 1, 1881, accompanied by his future brother-in-law, Doc Cummings. Thirteen days later Stoudenmire was sworn in as town marshal by justice of the peace James Tays. The new marshal was six feet two inches tall and weighed 185 pounds. He was blond, had a compelling personality but was over-bearing and ill-tempered. He carried two pistols and usually a shotgun. He also carried a third pistol concealed in his vest pocket.

Dallas Stoudenmire was born on December 11, 1845 in Abafoil, Macon County, Alabama, where he lived until the Civil War broke out. He enlisted and served in the Confederate Army until the close of the war, at which time he surrendered with General Joseph Johnston at Greensboro, North Carolina. Early in 1874 he came to Texas and settled near Columbus in Colorado County, where he engaged in farming. In the same year, however, he gave up farm life and joined the Texas Rangers in Captain J. R. Waller's Company A, Frontier Battalion. As a Ranger he lasted less than a month.⁶ He then went to Alleyton, Colorado County, where he worked as a wheelwright. One night at a party he and some Germans got into an argument which resulted in a shooting spree. One German was killed and several wounded. Stoudenmire himself wounded. Later a grand jury refused to indict Stoudenmire for murder. Nevertheless a trip to the Panhandle seemed advisable. There he lived with Doc Cummings and engaged in the sheep business. Still later, while merchandising in Llano County, he had serious difficulty, the nature of which is not revealed by any known records. He felt it necessary, however, to dispose of his business and move to San Antonio. A month later he moved westward to El Paso.

In accepting the position of marshal Stoudenmire said that he had had a lot of very serious difficulties in his life but that his troubles had always been on the side of the law or in defense of his person. He further noted that his errors had been of the head and not of his heart. And he added that his highest ambition was to discharge his duties as marshal and to maintain peace and order in the city.⁷

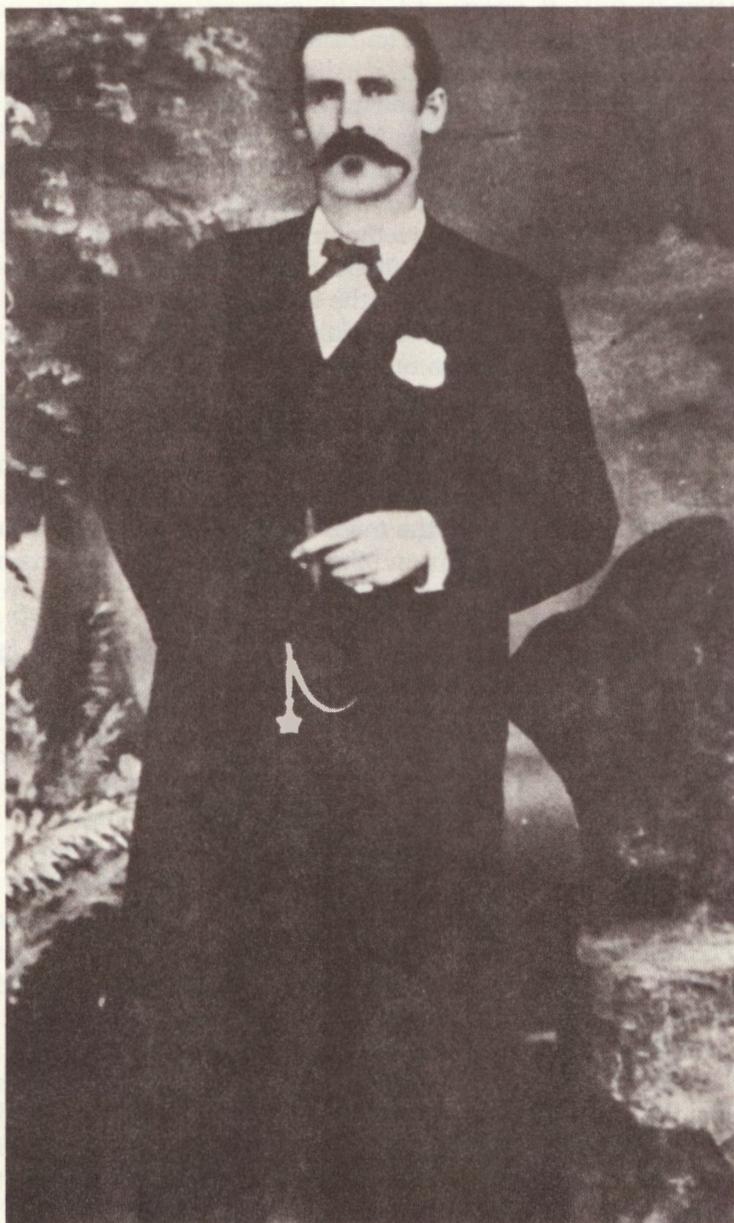
On the day Stoudenmire was sworn in as marshal, three Mexican cowboys, one of whom was the man who had killed the three escaping Americans in Juárez, went up the river and crossed over, looking for strayed stock. Hale, Campbell, Lum Peabody and Frank Stevenson heard of their presence on Texas soil and went after them, killing all three in an ambush. (These were the fourth, fifth and sixth persons to die from gunshot wounds during the month of April.)⁸ Some seventy-five or eighty Mexicans, anxious to recover the bodies of their

compatriots, came to the American side. Ben Schuster, who owned a store in El Paso, advised them to keep their guns "put away" and not to make any demonstration.

An inquest was held in the Hotel Paso del Norte concerning the death of the three Mexicans. By the time Marshal Stoudenmire arrived a large crowd had gathered. Gus Krempkau, a city alderman, was acting as interpreter. At noon during an adjournment, John Hale accused Krampkau of misinterpreting the testimony. After arguing a few minutes, Hale drew his gun and shot Krampkau through the head, killing him instantly. Stoudenmire, hearing the shot, ran up, fired at Hale, missed, and killed a fruit peddler named Pérez. A second shot killed Hale. Meanwhile, George Campbell pulled his gun and was backing away from the fight when Stoudenmire shot him. As he lay dying Campbell whispered to the marshal: "You big son-of-a-bitch, you murdered me."⁹ Pat Shea ran out from under the portals on the west side of El Paso Street and asked Campbell if he wanted a gun.¹⁰ Stoudenmire pointed his guns at Shea who, throwing up his arms, backed away. (The wounded Campbell was carried to the Overland building where, about two o'clock in the morning, he died). All of this happened in less than two hours after Stoudenmire had been sworn in as marshal. But more important, in shooting Campbell, Stoudenmire had made three mortal enemies — Jim, Frank and Doc Manning.

The inquest for the three Mexicans was held on Friday. On the following Sunday there was considerable excitement. The city was crowded with the curious and the newly organized vigilantes patrolled the streets. To add to the excitement, Stoudenmire and Bill Johnson had an argument about the keys to the city jail and the marshal was compelled to use force to obtain them.¹¹ That evening the Mannings poured whiskey down Johnson until he could hardly walk. They then gave him a sawed-off shotgun and put him out on the street to waylay the marshal. About a half hour later Stoudenmire and Doc Cummings came out of the sheriff's office. Johnson stood up and fired but both barrels went over the marshal's head. The two men then opened fire on Johnson, hitting him eight times in the chest and killing him instantly. As he fell on his back the last shot cut his testicles in half. At the time several of Johnson's friends fired on Stoudenmire and one bullet slightly wounded him in the foot. But when the marshal and Cummings returned the fire, they ran.

An uneasy truce prevailed until the middle of February, 1882, when Stoudenmire returned to East Texas to marry the sister of Doc Cummings. James B. Gillett, mentioned above, was left in charge of



DALLAS SToudenMIRE

law enforcement during Stoudenmire's absence. A couple of days after the marshal left, however, Gillett became ill and Doc Cummings, who operated the Globe Saloon and Lunch Counter, decided to keep law and order. He stuck two .45 caliber pistols in the front of his trousers, left his saloon, stopped in another where he had several drinks, and then headed for the Manning brothers' Coliseum. There he became involved in an argument with Jim Manning. Shooting began and Cummings, pierced by two bullets, died instantly.

At the inquest there was testimony that the victim had called E. C. Kling, the bartender, a "God damn liar."¹² There was also testimony that Manning had fired the first shot but, be that as it may, the coroner's jury voted that Cummings had met his death at the hands of a person or persons unknown.

When Stoudenmire returned from East Texas and learned of Cumming's death, he was enraged. He said that the Mannings now had a fight on their hands. Consequently relations between the Mannings and the marshal became more strained than ever. Nevertheless, the peace faction of the town tried to patch up the troubles. Finally the Manning brothers and Stoudenmire signed an agreement, as follows:¹³

April 16, 1882.

We, the undersigned parties, having this day mutually settled all difficulties and unfriendly feelings existing between us, hereby agree that we will meet and pass each other on peaceable terms and that bygones shall be bygones, and that we will never allude in the future to any past animosities that have existed between us.

(Signed) DALLAS STODENMIRE
J. MANNING
G. F. MANNING
FRANK MANNING

Later Stoudenmire stated publicly: "I have no grudges to satisfy and no desire to revive anything that may have occurred in the past."¹⁴ Regardless of the agreement, however, Stoudenmire and the Mannings were distrustful of each other.

Meanwhile, the marshal began drinking heavily and became more overbearing than ever. He was forced to resign his position as city marshal which was then given to James Gillett. But he was almost immediately appointed United States Deputy Marshal for the Western Division of Texas with headquarters in El Paso. Gillett and Stoudenmire, however, remained friends, although the two men did have one misunderstanding. Early one evening ex-deputy Page and Billy Bell had an argument in the Acme saloon. Stoudenmire acted as peacemaker. After the trouble was settled Stoudenmire and Page

went to Doyle's saloon where they proceeded to get drunk. About midnight they returned to the Acme and began quarreling. Stoudenmire drew his revolver and fired at Page but Page knocked the gun upward and the bullet hit the ceiling. Stoudenmire then attempted to draw his other gun when Marshal Gillett appeared with a double-barreled shotgun and arrested both men. They spent the night in jail and the next morning each was fined twenty-five dollars. In addition, Stoudenmire was placed under a \$250 peace bond. After this incident Stoudenmire went to Deming, New Mexico, where he remained until September seventeenth.

When Stoudenmire returned to El Paso he renewed his feud with the Mannings. At six o'clock on the evening of September 18 he went to the Manning saloon. Jim Manning stood at the bar and Doc was playing billiards. Stoudenmire invited Doc to have a drink¹⁵ and then complained that "some liars or damn sons of bitches" had been lying in an attempt to make trouble between the two.¹⁶ This started an argument. As Jim went into the next room to get Frank, Doc Manning and Stoudenmire continued to argue. Finally Doc pulled his pistol and shot Stoudenmire twice. The first bullet struck some papers in his coat pocket, saving his life. The second hit him in the chest near the left shoulder. Stoudenmire then shot Doc in the right arm but he was able to grab Stoudenmire and hold him. Finally Stoudenmire broke loose and backed towards the swinging doors. Leaving the saloon he ran across the street and hid behind an adobe column in front of the Hotel Paso del Norte. With his gun poised he waited for another shot at Doc Manning. But Jim Manning sneaked across El Paso Street and shot Stoudenmire in the back of the head. Stoudenmire staggered and fell to the street — dead. Doc Manning then crossed the street to the death scene, grabbed Stoudenmire's gun and, straddling the body, pistol-whipped it, causing a wound an inch long in the scalp. By the time Gillett and some Rangers arrived, Jim Manning was helping Doc into the saloon and Stoudenmire was lying in a pool of his own blood.

At the inquest several persons testified that they had seen Jim Manning shoot Stoudenmire yet the jury ruled that:

We, the jury, empaneled to inquire into the cause of the death of Dallas Stoudenmire which occurred on the 18th of September A.D. 1882, do find that he came to his death from a shot supposed to have been fired from a six-shooter, .44 or .45 caliber, in the hands of some party unknown.¹⁷

Thus passed Dallas Stoudenmire. He was one of the most picturesque characters El Paso ever knew. He cleaned the town of thugs, thieves, desperadoes, and robbers; but he himself met death on an

El Paso street. Yet the people shed no tears at his departing. But was he hated? Perhaps *The El Paso Times*¹⁸ was simply being non-committal with its caption:

AND HIS SPIRIT WINGS ITS FLIGHT
TO THE DARK UNKNOWN.

R E F E R E N C E S

1. The Atchinson, Topeak and Santa Fé Railroad completed its tracks into El Paso on June 11, 1881; the Mexican Central reached Juárez from Mexico City in 1882; The Texas and Pacific arrived from California on June 11, 1882; and the Galveston, Harrisburg and San Antonio arrived on January 12, 1883. For the story of the railroads coming to El Paso see Joseph Leach, "Farewell to Horse-Back, Mule-Back, 'Foot-Back' and Prarie Schooner: The Railroad comes to Town," *PASSWORD*, I, No. 2 (May, 1956), 33-43.
2. Letter from George Look to a person unknown, June 13, 1909, owned by Wyndham Kemp White.
3. At that time the town on the "other side of the river" was El Paso del Norte. Its name was changed to Ciudad Juárez by the Chihuahua State Legislature on September 16, 1882, in honor of Benito Juárez who had made it his capital when in exile from central Mexico during the Maximilian episode.
4. At that time El Paso, Texas, was called Franklin. To avoid confusion, however, the town will be called El Paso in the following pages.
5. James B. Gillett, "The Killing of Dallas Stoudenmire," *Frontier Times*, I, No. 10 (n.d.), 24.
[EDROR'S NOTE: James B. Gillett was the father of James Harper Gillett who became famous as a bullfighter under the name of Harper Lee. See Marshall Hail, "Background of a Bullfighter," *PASSWORD*, VII, No. 4 (Fall, 1962), 127-135. See also a review of Mr. Hail's book, *Knight in the Sun* by Laura Scott Meyers in the same issue, 154-155. The book, a complete biography of Harper Lee, was published in 1962 by Little, Brown & Co.]
6. The Ranger Muster Rolls, State Archives, Texas State Library, Austin, Texas. There are three different spellings of Stoudenmire in the Rolls. The other two are: Stondenmire and Stoundemire.
7. The Scrapbook of W. W. Bridgers, *The El Paso Times* morgue.
8. On April 2, 1881 Ed Scotten shot and killed Alamo Bill; on April 5 William Brown of Fort Bliss shot and killed Cruz López; and on April 10 the two-year old son of County Attorney Neills was mortally wounded when the boy's nurse was playing with a .41 and it accidentally went off.
9. Letter from George Look to person unknown, June 13, 1909, owned by Wyngham Kemp White.
10. *Idem*.
11. *Idem*.
12. Newsprint Collection, *The El Paso Times* morgue.
13. Gillett, "The Killing of Dallas Stoudenmire," *loc. cit*.
14. Scrapbook of W. W. Bridgers, *The El Paso Times* morgue.
15. *Idem*.
16. Newsprint Collection, *The El Paso Times* morgue.
17. The Scrapbook of W. W. Bridgers, *The El Paso Times* morgue.
18. *Idem*.

THE 5th UNITED STATES INFANTRY IN NEW MEXICO

by RICHARD K. McMASTER

THROUGHOUT the spring and summer of 1860, the outrages and depredations of the Indians in the Territory of New Mexico became more daring and numerous. The Navajoes even had the hardihood to launch an attack upon Fort Defiance, the principal post in the Indian Country. Although the attack was repulsed by the three-company garrison, it was deemed advisable to transfer additional troops from Utah in order to mount an effective campaign against the Indians. The troops thus diverted included the 5th and 7th Regiments of Infantry, three companies of the 10th Infantry under Lieutenant-Colonel E. R. S. Canby, and two companies of the 2nd Dragoons commanded by Major H. H. Sibley.

The march to New Mexico, six hundred miles through a trackless wilderness, was performed in good time and by early fall five companies of the 5th Infantry were posted at Fort Defiance, four at Fort Fauntleroy, and one at Fort Stanton.* Captain and Brevet Lieutenant-Colonel William Chapman commanded the 18 officers and 635 enlisted men present for duty with the regiment.

After a short rest, Colonel Chapman with three companies of the regiment joined Colonel Canby's campaign against the numerous and powerful Navajo Indians, marching an additional one hundred and fifty miles in the process. During the period of the winter campaign, Captain and Brevet Major Nathan B. Rossell commanded the remainder of the regiment from his headquarters at Fort Fauntleroy.

Upon the termination of the campaign, Captain Chapman was promoted and transferred, and Captain Rossell became the regimental commander. Fort Defiance was evacuated in the spring of 1861 and six companies of the regiment were then stationed at Fort Fauntleroy, and the four remaining companies were posted at Forts Union, Marcy, Stanton, and Albuquerque.

The threat of a Confederate invasion in the summer of 1861 caused the regiment to be withdrawn from Forts Fauntleroy and Stanton and reassembled at Forts Union, Marcy, and Craig. Captain Rossell, after marching his battalion to Fort Craig, was promoted and trans-

*EDITOR'S NOTE: For the location of the forts in New Mexico see Richard K. McMaster, "Southwestern Military Posts — 1849-1862," *PASSWORD*, IX, No. 1 (Spring, 1964), 34.

ferred to the 3rd Infantry, and Captain Henry R. Selden assumed command of the regiment and the battalion at Fort Craig. Captain William H. Lewis commanded the two companies at Fort Union, and Captain Joseph Updegraff the two companies at Fort Marcy.

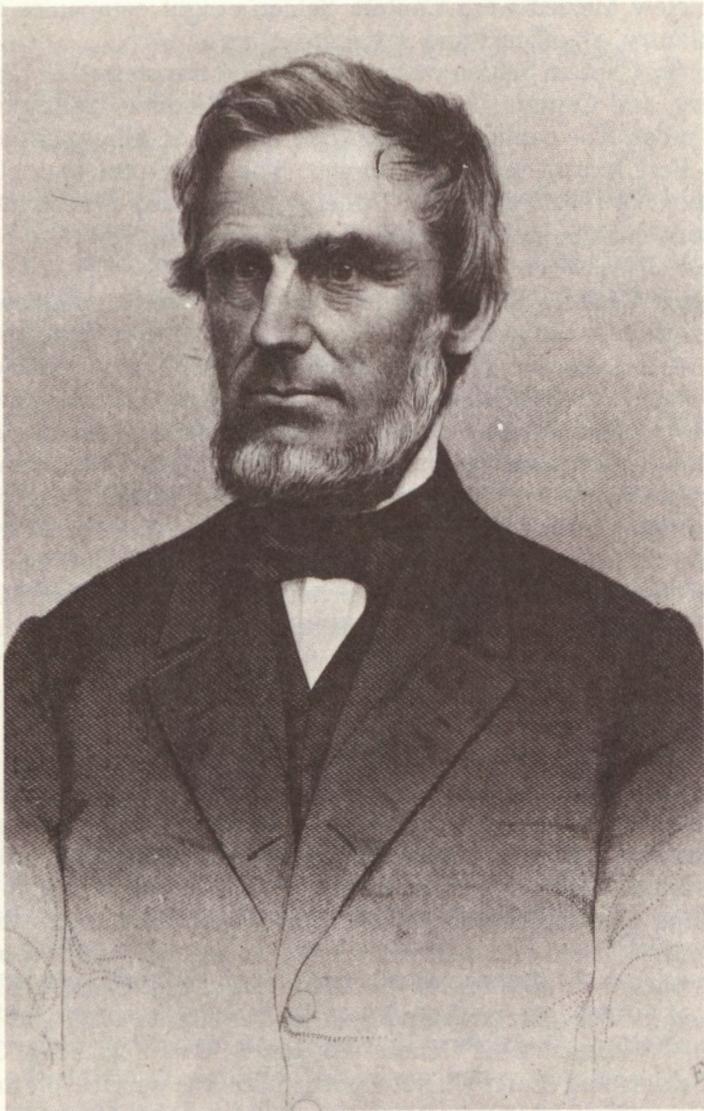
At the battle of Valverde* on February 21st, 1862, Captain Selden led the composite regiment of regular infantry composed of Captain Benjamin Wingate's battalion of the 5th Infantry, Captain Peter Plymton's battalion of the 7th Infantry, and Captain William H. Rossell's battalion of the 10th Infantry. Captain Wingate's battalion at the center of the Federal line, was first called upon to repulse the Confederate attack upon Lieutenant Hall's 24-pounder battery at the right of the line, then was recalled by Captain Selden to counter-attack a charge against Captain McRae's battery on the left of the line. Unable to save McRae's battery from capture, the 5th Infantry covered the withdrawal of Colonel Canby's command across the Río Grande as the Federal line gave way. In the course of the action, Captains Wingate and Stone of the 5th Infantry were mortally wounded, ten other members of the regiment were killed and thirty-three wounded.

Captain Lewis' two-company battalion of the 5th Infantry was engaged with the Confederates at Apache Canyon on March 28th, 1862, in an action which destroyed the entire Confederate supply train, and caused the withdrawal of General Sibley's command from Northern New Mexico. Captain Lewis received a brevet promotion for his conduct in the affair where he personally spiked the Confederate field piece commanding the supply train bivouac. He was again promoted for outstanding service at Peralta on April 15th in the desultory skirmish which terminated the invasion of New Mexico.

On August 10th, 1862, four companies of the 5th Infantry commanded by Captain Samuel Archer met Colonel James H. Carleton and his California Column at Las Cruces. Captain Archer's battalion was stationed at Fort Craig and another four-company battalion was at Peralta under Captain Henry B. Bristol. Due to casualties and normal attrition, two companies of the 5th Infantry had been broken up and used as replacements by the remaining eight companies.

On September 18th, General Canby relinquished command of the Department of New Mexico to Colonel Carleton and four days later departed with three troops of the 1st and 2nd Cavalry as escort for

*EDITOR'S NOTE: For information on the battle of Valverde see Martin H. Hall, "The Journal of Ebenezer Hanna," *PASSWORD*, III, No. 1 (January, 1958), 14-29; McMaster and Ruhlen, "The Guns of Valverde," *PASSWORD*, V, No. 1 (January, 1960), 21-34; and McMaster, "The Saga of Captain McRae," *PASSWORD*, III, No. 2 (April, 1958), 76-78.



CAPTAIN HENRY R. SELDEN, 5TH INFANTRY, 1862
U.S.M.A. class of 1839

(Courtesy the National Archives, West Point)

Fort Leavenworth. He was followed by the remnants of the 7th and 10th Infantry, and the 3rd Cavalry. The only regular troops remaining in New Mexico were Captain Selden's eight companies of the 5th Infantry, 15 officers and 475 enlisted men.

In 1863, Captain Selden was promoted and transferred to the 13th Infantry, and Captain David H. Brotherton became the regimental commander. The companies were then located at Albuquerque, Los Piños, Fort Marcy, and Fort Sumner. The latter post was built in December of 1862 by Captain Updegraff's company for the purpose of supervising the Indian Reservation to be established at the Bosque Redondo.

Colonel Carleton then instituted a vigorous campaign against the Indians, and by the spring of 1863 over 400 Mescalero Apaches were living at the Bosque. When Captain Updegraff was promoted and transferred to the 9th Infantry, Captain Bristol and his company were assigned to Fort Sumner. As the Indian population grew under the pressure of Carleton's campaign, so did Captain Bristol's command at Fort Sumner. By 1866 there were four companies of the 5th Infantry on duty at the reservation which then held some 9,000 Apache and Navajo Indians. Meanwhile, in 1865, Captain Bristol was made a brevet major for faithful and meritorious service in New Mexico, and brevet lieutenant-colonel for his untiring zeal and energy in controlling the Navajo tribe at the Bosque Redondo and for his praiseworthy efforts in advancing their condition from that of savages to that of civilized men.

Also in 1865, Regimental Headquarters and two companies of the 5th Infantry, under Captain Brotherton, rebuilt and occupied old Fort Bliss which had been abandoned in 1861. The following year the battalion at Fort Bliss was relieved, and marched to Albuquerque preparatory to leaving for Kansas with the regiment in 1867.

Serving over six years in the Territory of New Mexico, the 5th regiment had been reduced from 18 officers and 635 men to 7 officers and 270 men. In addition to the battle casualties, Captain Elwood had died in 1862, Captains Updegraff and Archer in 1866, and Major Selden — a classmate of General Ulysses S. Grant, in 1865. Today Fort Selden and Fort Wingate perpetuate the service of the 5th Infantry in New Mexico.

BOOK REVIEWS

BORDERTOWN. *The Life and Times of El Paso del Norte*

by Frank J. Mangan

(El Paso: Carl Hertzog, 1964, 120 pp. \$5.00.)

Frank Mangan's *Bordertown* definitely belongs in the "I wish I had said it myself" category. This reviewer cannot vouch for the effect the book will have upon the individual "indigenous" to El Paso. But certainly every "foreigner" from the east or the far west who has settled in this region has written the same words to the folk "back home." Only none of them so far has had the *con qué* to write a book about it.

"The trouble with El Paso . . . everything is so *different*. Why, I hardly ever see any Americans downtown, and even your buildings look sun-burned. It's not at all like back home." With these words, the newly-arrived housewife from Cincinnati has unconsciously established the theme for *Bordertown*. Frank Mangan sets about to explain the "difference."

Everything that piques the interest and arouses the curiosity concerning the El Paso area is touched upon in *Bordertown*: Mt. Franklin, sandstorms, hot chile, border patrol activities, *braceros*, the desert, the climate (*everyone* talks about it!), the *pistoleros* and San Jacinto Plaza. Good reading it is too, by a native son who knows whereof he speaks!

More than casual mention must also be made of the Fred Carter drawings which illustrate this book. The reader of current western literature accustomed to the precision drawings of Tom Lea, José Cisneros and others, will be shocked at first to view these whimsical drawings. It will not require more than a cursory study, however, by even the most practiced and critical eyes, to see that these illustrations, designed to look like wood cuts, are exactly "right" for *Bordertown*. Not a pen stroke has been wasted, neither shading nor shadow appears to blur the bold, crude desert scenes and characters that they depict. There is tremendous, often delayed, impact about the almost cabalistic lines and angles of the sketches.

The perfect mergence of rhetoric and art work, together with the typography of Carl Hertzog, make *Bordertown* required reading for every doubting Yankee who has ever set timid and trembling foot on El Paso soil — and a "must" for any native son's birthday gift list.

El Paso, Texas

— MARY ELLEN B. PORTER

CHARLES PORTER'S ACCOUNT OF THE CONFEDERATE
ATTEMPT TO SEIZE ARIZONA AND NEW MEXICO

edited by Alwyn Barr

(Austin, Texas: The Pemberton Press, 1964.)

Among the Union soldiers who fought in the battle of Glorieta Pass, New Mexico, on March 28, 1862, was Charles Porter, quartermaster sergeant of the 5th United States Infantry. Born in Ireland in 1838, he migrated as a youth to America and, at the age of twenty, enlisted in the United States Army. By the time the Civil War broke out he had seen service in Utah and in New Mexico where he participated against the Navajo Indians during the winter campaign of 1860-1861. Two years later he was commissioned a lieutenant in the Union army. Later still he was integrated into the regular army where he continued to serve until he retired in the grade of Lt. colonel in 1902.

Colonel Porter proved himself "a competent frontier officer. But what distinguished him from many another soldier is not his military record" but his account, written sometime in the 1880's, of the New Mexico campaign of 1862. However, little of what he wrote is new. Also, because at times he dipped his pen in vitriol, his narrative often adds "more heat than fire" to his subject. But this is the very thing that makes his account interesting. For instance, to give only two examples of his invective, he called Major Isaac Lynde "an imbecile, a dotard, and a coward" and he added that Lynde "ought to have been hanged for his share in the surrender [of Fort Fillmore]." He had little respect for New Mexicans as is evident from his remark that the battle of Valverde was lost "mainly through the cowardice and worthlessness of the N. M. troops."

Alwyn Barr with his introduction and explanatory notes has done an excellent job of editing. It is a good book, albeit very small, and all Civil War buffs as well as those interested in the history of the Southwest will want it for their libraries.

— EUGENE O. PORTER

Texas Western College

HISTORICAL NOTES

Fifth Annual Writers' Contest

In the past the winners of the annual writers' contest have been chosen by a vote of the members of the Society. But recently the members have shown very little interest. Last year, for instance, only seventeen ballots were received. It was decided by the Directors, therefore, that the winners would be chosen by a committee appointed by the president. This year the committee consisted of

Dr. John H. McNeely, Associate Professor of History, TWC,
Dr. John O. West, Associate Professor of English, TWC, and
H. Gordon Frost, ex-officio.

Their choices were as follows:

First prize of \$100, Frank S. Gonzales, "The Mormons Enter Mexico."

Second prize of \$50, M. Foster Farley, "Waddy Thompson's Mission to Mexico."

Third prize of \$25, Eugene O. Porter, ed., "A Saga of the Coldwell Family."

Hall of Honor

It is not too early to begin thinking about nominees for the Hall of Honor awards to be made in November. Nomination blanks may be obtained from your president, H. Gordon Frost.

Society members who are natives of North Carolina or whose ancestors lived there may be interested in a recent publication: *Abstracts of Early Records of Nash County North Carolina From 1777 to 1839*. This book of 404 pages plus an index was "Compiled from original loose Records in the Basement of the Nash County Courthouse by Joseph W. Watson, 406 Piedmont Avenue, Rocky Mount, N. C.

A somewhat similar book has been published by Mrs. Hattie E. Poppino, 4307 Gillham Road, Kansas City, Missouri 64110. The book treats of the population schedules of Jackson County, Missouri, Census of 1860. Mrs. Poppino wrote that "After five year's work I have finished the alphabetized abstract of the list of inhabitants in 1860 of this important frontier county (Kansas City, Westport and Independence) with all the information contained in the original census book. Data has been scrupulously checked and doublechecked from microfilm and verified by reference to the original in the National Archives."

Belles of '87
(see opposite page)

This group picture, taken in 1887, was loaned to the Society by Colonel Walter Stevenson (ret.) whose mother, Florence Bilas Stevenson, is No. 5 in the picture. The others are: (1) Florence Beall; (2) Victoria Wods; (3) May Hammet; (4) Jessie Echer; (6) Susie Campbell; and (7) Marie Shelton. It is not known for what occasion the picture was taken.

THE SOCIETY'S COOK BOOK
from the Pioneers

A special committee is collecting RECIPES from many of the old-time El Paso County PIONEERS.

The recipes along with biographical sketches of the donors will be published in book form. If you know of any Pioneer Recipes, the committee will appreciate your cooperation on this project.

For further information contact Mrs. W. W. (Louise) Schuessler, 3007 Copper, Telephone 532-2474.



> CONTRIBUTORS to this ISSUE <

H. GORDON FROST, a native El Pasoan, was born on June 8, 1932. He attended elementary school in El Paso and also in Houston where he lived for awhile on a ranch outside that city. He returned to El Paso, however, to be graduated from El Paso High School and from Texas Western College where he received his A.B. and B.B.A. degrees. After teaching history in the El Paso Public Schools for four years, he returned to Texas Western to complete his Master's degree in history. Mr. Frost is deeply interested in antique weapons and documents. He has a collection of more than 300 weapons. In addition he is a Director of the American Society of Arms Collectors and President of the Frontera Arms Collectors. He is serving his first term as president of the Historical Society.

DR. JACK L. CROSS was born in Oklahoma but spent most of his youth in Texas where he attended Texas Western College before World War II. During that conflict he was a navigator and pilot, serving in combat in North Africa and in the Pacific. He holds the usual decorations for such service. After the war he attended the University of Chicago where he received his academic degrees. From 1951 to 1956 he worked with a government agency in Washington, D. C., but left government service for a career in college teaching. He is currently teaching history and directing the press at the University of Arizona. He is married and the father of two boys. [For a photograph, see *PASSWORD*, IV, No. 1 (January, 1959), p. 41.]



STEPHEN D. HARPER was born in 1938 in Kentucky where he continued to live until 1947 when he moved with his parents to El Paso. He was graduated from El Paso High School in 1956 and from Texas Western College in 1961. After teaching history, German and Spanish for two years at El Paso's Eastwood High School he went with the Air Force to teach in a dependents' school at Goose Bay, Labrador. In 1964 he was transferred to the Air Force Dependents School, Lajes Air Station, Lajes, Azores. He is completing his thesis for his master's in history at TWC. In a recent letter to the editor he wrote: "These islands, Dr. Porter,

are absolutely beautiful. They are so much different from anything I have ever seen, I can hardly believe it. The Portuguese people are tremendous people, very friendly and fun-loving. The Aborean bull fights are really something to see (street fights). The weather here has been from 57-70 so far this year."

MAJOR RICHARD K. McMASTER is too well known as a regular contributor to *PASSWORD* to need any introduction. He recently published an article in *The Southwesterner* and is currently preparing his History of Fort Bliss for a new edition.

OFFICERS OF

THE EL PASO COUNTY HISTORICAL SOCIETY

<i>President</i>	H. GORDON FROST
<i>First Vice President</i>	MRS. CHRIS FOX
<i>Second Vice President</i>	DR. EUGENE PORTER
<i>Third Vice President</i>	MILTON BURLESON
<i>Recording Secretary</i>	MRS. PETER DE WETTER
<i>Corresponding Secretary</i>	MRS. PAUL HEISIG
<i>Treasurer</i>	CHRIS P. FOX
<i>Curator</i>	MRS. CHARLES GOETTING
<i>Immediate Past President</i>	CONREY BRYSON
<i>Historian</i>	MRS. WILLARD SCHUESSLER

DIRECTORS

1963 - 1965

DR. ANTON BERKMAN
JUDGE HANS BROCKMOLLER
M. L. BURLESON
ED SHERMAN
MRS. H. CRAMPTON JONES
MRS. JANE PERRENOT
MRS. S. R. SKAGGS

1964 - 1966

DR. C. L. SONNICHSEN
MRS. JACK T. GUYNES
DR. ROBERT A. SUHLER
H. GORDON FROST
MRS. BALLARD COLDWELL
DR. FLOYD S. FIERMAN
DR. E. W. RHEINHEIMER

1965 - 1967

KURT GOETTING
MARGARET SCHILLINGER
FRED J. MORTON
BARRY O. COLEMAN
MISS GERTRUDE GOODMAN
COL. H. CRAMPTON JONES
RICHARD WHITE
CONREY BRYSON

BOARD OF TRUSTEES

MRS. C. N. BASSETT
MRS. GEORGE BRUNNER
MISS ANN BUCHER
COLBERT COLDWELL
FRANK FEUILLE, III
MRS. JOSEPHINE CLARDY FOX
BRIG. GEN. W. J. GLASGOW
RALPH GONZALES
PAGE KEMP
PAUL HARVEY, SR.
MRS. DEXTER MAPLE, SR.
MRS. RUTH RAWLINGS MOTT
MRS. J. W. LORENTZEN
DORRANCE D. RODERICK, SR.
DR. STEPHEN A. SCHUSTER
MRS. MAURICE SCHWARTZ
JUDGE R. EWING THOMASON
MRS. L. A. VELARDE
MRS. W. H. PETERSON, SR.