

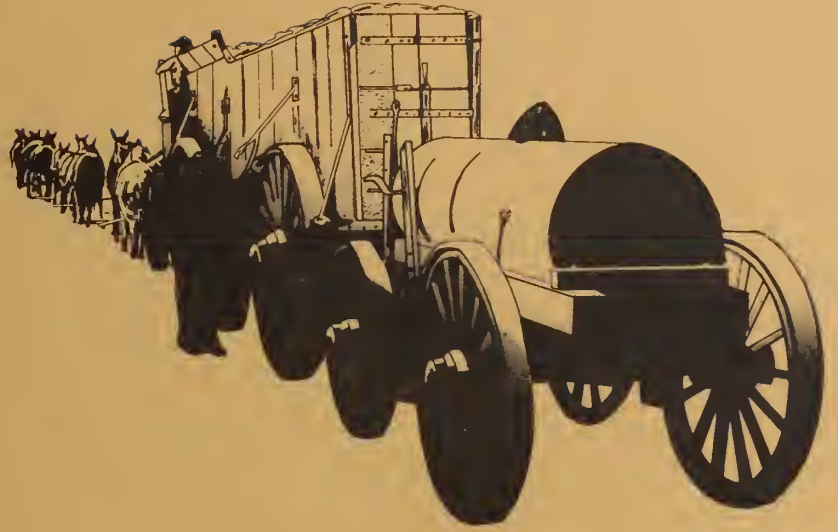
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**Cultural Resources  
of the California Desert, 1776 - 1980:  
Historic Trails  
and Wagon Roads**

by  
Elizabeth von Till Warren  
Ralph J. Roske

Spanish translation and interpretation  
by  
Elizabeth Nelson Patrick

RUSSELL L. KALDENBERG, SERIES EDITOR

**Cultural resources publications  
anthropology - history**

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Cover illustration of Twenty Mule Team leaving Harmony Borax Works in Death Valley by Clara Stapp.

First Printing, Riverside, California. 200 copies.  
Bureau of Land Management, California Desert Office.

1981

## FORWARD

This volume presents a departure from preceeding dozen reports which have been printed as Cultural Resource Publications in Anthropology-History by the California Desert District Office of the Bureau of Land Management. Instead of being a general overview of the prehistory and history of a given area, or instead of serving as an analysis of a predictive model following an inventory effort, it is a reference encyclopedia of the history of transportation in the entire California Desert.

This entire document is keyed to the two maps which are printed with the report. These maps have been reduced so that they adequately bind into the report. Much of the clarity remains unaltered. For those serious researchers who will need access to the original maps, they are permanently stored at the BLM office at 1695 Spruce St., Riverside, California 92507. Calls either to the Graphics Division or to the Staff Archaeologist before coming into the office will facilitate use of the maps and accompanying archives.

Since this report is a departure from those preceeding it, you will need to carefully peruse it before you attempt to use it or before you decide that the item which you need is not covered by this reference report. The document is remarkable for the information which it contains.

Gerry Hillier, Bruce Ottenfeld, Ron Keller, Bary Freet, and Clara Stapp, as well as Wes Chambers are to be comended for their support in getting this and the other reports in the series printed and disseminated. They have done an outstanding job of supporting the cultural resources program in the California Desert. Faye Bostic saw to it that the necessary typing changes were made. The cover illustration of the Twenty Mule team leaving Harmony Borax Works in Death Valley and bound for the railhead at Mojave, was done by Clara Stapp.

Russell L. Kaldenberg  
Cultural Resource Program Manager  
Series Editor

Riverside, California  
1981  
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## PREFACE

This study is part of the information base used to develop the California Desert Plan. As a result of this planning program, sensitive and significant cultural values including wagon roads and trails will be assured greater protection through more intensive management.

This report will provide resource specialists and managers with both reference to important sites in need of protection and a framework for understanding and interpreting history of the region.

The scope of work outlined in the contract between the Bureau and the Contractors (Warren and Roske) included an inventory of early trails and wagon roads and brief sketches of significant explorations of the region.

The Contractor reached beyond the requirements established in the contract to provide a comprehensive bibliography keyed to specific locations noted on referenced maps. As a by-product of this effort, they also collected a set of early maps (copies) of the region which will help staff locate and document important historic sites.

Wes Chambers  
Assistant Director, Desert Plan Staff  
Report Review Coordinator



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1776-1330: Historic Trails and Wagon Roads

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Prepared for the U.S. Department of Interior,  
Bureau of Land Management,  
Desert Planning Unit,  
Riverside, California

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## Acknowledgments

This project was materially assisted by the generous cooperation of Arda Haenszel; Richard Dillon, head librarian of the Sutro Library; Carmela Ruby of California State Library at Sacramento; Susan Anderl and Anna Dean Kepper of University of Nevada, Las Vegas, Special Collections Department of the Dickinson Library. Special thanks are due to them for their generosity. The efforts of Claude and Louis Warren in mapping data are most appreciated.

The most patient, willing and highly skilled project typist, Maureen Moen, deserves special mention for her services well above the ordinary.

In addition to the individuals named above, the following institutions were of special assistance:

- Automobile Club of Southern California
- Banning Public Library
- California State Library, Sacramento
- Henry E. Huntington Library, San Marino
- Latter-Day Saints Church Archives, History Department
- Los Angeles Public Library
- Nevada Historical Society
- Santa Barbara Mission, Franciscan Archives
- San Diego Museum of Man
- San Diego Public Library
- Serra Museum of San Diego Historical Society
- University of California:
  - Berkeley - Bancroft Library
  - Los Angeles - Library: Map Room and Special Collections
- University of Nevada, Las Vegas Dickinson Library,
  - Special Collections Department
- Wells Fargo History Room
- Yale University Library, Beinecke Rare Book Room

## PREFACE

Purpose of study: provide desert-wide framework for data on the transportation network to 1880. The terms of the grant imposed limits on time and thus much still remains to be done. The study could profit from detailed comparison of sites located in Parts II and III below with those identified in Part I. Additional resource centers could be consulted (Part V) and special collections sifted for their value.

Major wagon roads are identified by roman numerals. Sub-trails are identified by alphabetical letter. Individual sites are numbered with arabic numerals. These numbers are not always in sequence because they were mapped at different times. However, no sites have duplicate numbers.

Report Organization: Each section has its own numbering system (I-1, II-1, etc.). The bibliography for Part I contains the entries for that section only. Maps cited are included at the end of each significant sub-section.

Part II references are cited at end of each entry.

Part III is an annotated bibliography only.

Part IV is a bibliographic listing of maps and xerox copies of the maps located which depict early 20th century automobile roads.

Part V is a list of significant resource collections which have California Desert materials.

Because the focus of this study is on trails and wagon roads used often for communication, much material has had to be omitted. For example, the Anza route is not completely mapped because it did not assume importance in an early communication network. Similarly, less-used wagon routes or pack trails are also not included here. It may be desirable to do so at a later date.

After 1900, as automobiles were increasingly available, still different routes developed which could be travelled by these vehicles. Old watering holes and grassy rest stops dwindled in importance as automotive capabilities were improved. The highway traveller of 1978 moves at rates of speed impossible to conceive in 1878--but today's tourist sees less and relates little to the environment through which the road passes. The routes of modern highways are not tied to water and grass; they directly connect distant points which in years past were linked by a more circuitous route.

Most of the heritage of the California Desert is notably hard to find in libraries and archives--it is hard to see from free-ways. Most of the important sites of days long gone are away from today's roads. Appreciation of the unique history of the California Desert could be encouraged by printing of special road maps, brochures, installation of special exhibits at free-way rest areas, etc. These and other interpretive programs would educate and entertain the travelling public. An informed public should respond to sound management policies for this fragile desert and provide the public support the management agency needs in putting forth its plans for desert conservation and development.



Part I. Trails and Wagon Roads,  
1776-1880

by

Elizabeth von Till Warren

and

Ralph J. Roske

## TRAILS AND WAGON ROADS, 1776-1880

Joseph J. Hill's statement that "California history has been in no small part a matter of communications" is apt, certainly when one looks at the very early Spanish colonial period.

Following the move into Alta California in 1769, support of missions and presidios at San Diego and Monterey was difficult. The journey by sea was long and hazardous and a more secure logistic support was necessary. Kino and others had explored the basin of the Gulf of Mexico and missionization had taken place in Sonora. That area seemed the logical jumping off place for a thrust north to open a route to support Alta California.

The first expedition under Anza opened a trail from the area of Yuma to San Gabriel Mission in 1774. The following year Anza led a group of colonists to settle the San Francisco area. To support the trail and keep quiet the Indians at Yuma mission sites were established there in 1780, only to be destroyed the following year, closing the road. It was not used again until 1823 in the Mexican period when Romero used a portion of it escorting Caballero from Yuma to Santa Catalina. Thus began the modern use of the trail, with variations of cut-offs, that served American and Mexican emigrants to California.

From the period of the Fages Colorado River campaign of 1781-82 there were numerous incursions and reconnaissances into the desert seeking deserters, new routes, mission sites, etc., which provided intelligence concerning the topography of the southern California desert. Many place names bestowed during this period have not survived, and it is difficult to determine the precise location of many places cited in the Spanish literature. We will restrict our attempts to identify these places to those situated along the major trails used between 1776 and 1880. Additional place names can be gleaned from the diaries and journals cited, but lack of time precludes listing of them all.

The war with Mexico in 1846, ending with the signing of the Treaty of Guadalupe-Hidalgo in 1848, brought the American Southwest under control of the United States. Mexican restrictions on American travel and commerce ended. This development coincided with the discovery of gold at Sutter's Fort which stimulated tens of thousands of American and foreign-born gold seekers to pour into California by the several known routes.



Mining camps were established in the desert as early as 1850, with the beginning of gold mining at Salt Creek in the Amargosa Desert. Mining activities in other desert areas along the Colorado River and in the Sierra Nevada Mountains were running full steam in the 1860's. Stage and wagon roads soon were developed to link these remote areas to one another and to supply bases. Small settlements grew up at watering stops used by people and animals. Major routes soon received the attention of county road departments as the different coastal communities vied with each other for the financial benefits of the traffic to the mines.

Ranching began early in the better watered areas along the Mojave River, in the foothills of the Sierras and in the isolated remote valleys along the Colorado River. The ranches were vital sources of supply to mining and military camps located at great distances from coastal supply ports. Wagon roads and pack trails were developed to connect these isolated communities with one another.

Construction of the railroad through the desert in 1876-77 caused changes in the orientation of early wagon roads. Old mining camps as well as new ones linked up with the trains and exchanged their bullion and ores for food and machinery at spots once far from coastal sources of supply. It was no longer necessary to move freight all the way to Visalia or Los Angeles or San Bernardino by the slow-moving freight wagons of earlier days. The railroad tracks provided new "jump-off" spots to explore and develop the remote desert interior. The developing network of cross-desert wagon roads changed after 1876 to reflect the availability of this rapid transportation.

The following study begins with the first trail developed across the California desert, the Yuma Route. Other routes developed gradually to the north and will follow in sequence.

## I. Yuma Route

Yuma Route heads west from Yuma, Arizona, to the California Coast. At the western edge of the Colorado Desert it branches into three separate trails: San Deigo via Mountain Springs (with an earlier, alternate route via Vallecito); Los Angeles via Warner's Pass, and San Bernardino via San Gorgonio Pass. Other names for the route are: San Bernardino-Colorado Route, Sonora Road, Colorado Road, Southern Emigrant Trail, Spanish Trail, Gila Trail, Los Angeles to Colorado Road, San Diego to Colorado Road, Wagon Road from Warner's Ranch to Fort Yuma, and many other variants.

All of these trails were antedated by Indian trails (cf. Forbes, 1964). Portions of the route were explored for the first time by Europeans in 1772 (Fages), 1774 (Garces and De Anza), and 1776 (De Anza). Some sections of these old trails are now followed by modern highways.

Originally developed to provide overland contact between Spanish settlements in Mexico and California, the road lapsed from use during the period of 1783-1824 because of severe hostility exhibited by the Yuma Indians. In 1824 the road to the Colorado was rediscovered by Santiago Arguello in pursuing Quechan horse thieves (Forbes, 1964). Following this reopening of the route, Romualdo Pacheco established a garrison at the Colorado but as with earlier attempts, the settlement failed (Forbes, 1964).

During this same period of the early 1820's Captain Jose Romero used both the Yuma route and a more northerly trail called the Cocomaricopa Trail (reaching the Colorado River near Blythe). He reported unfavorably on the latter, and his colleague Pacheco agreed with the evaluation. In early 1826, Pacheco constructed a small building at a site he called Laguna Chapala, thus providing a safe way station on the road. Again the attempt at settlement was doomed; Indians attacked on April 1, 1826. The site was abandoned and never re-established, ending the first European attempt at permanent settlement in the Imperial Valley (Bean and Mason, 1962).

Shortly afterwards, the first Anglo-American fur trappers began to filter into California via the Yuma route among others (Forbes, 1964, Beattie, 1925, Warren, 1974). The road was well known by the 1830' and called the road to the Colorado River. The Mexican government began to use the road as a mail route within days after Romero's successful crossing in 1826. However, use was sporadic and in 1829 Echeandia complained that the overland mail route was not yet established. In 1834, Rafael Amador was sent alone from Mexico City to California via this route. Although he finally completed his mission, he was attacked by Indians, lost his horse and all his equipment. The Maricopa Indian messengers used by the California officials fared somewhat better.

Beginning in 1827, the route became an important avenue for immigration from Sonora. Travel became so heavy that a passport system was inaugurated by presidio commanders at Tucson and Altar. Between 1848 and 1858, about 20,000 Sonorans made this journey to seek their fortunes in the California gold fields (Bean and Mason, 1962).

The Yuma Route was used as well by many immigrants from the Mexican-owned state of New Mexico. Via the Santa Fe Trail, immigrants and adventurers from the United States also entered California in company with the New Mexican immigrants. The entire decade of the 1840's saw increasing use of the Yuma Road as a migration route (Warren, 1974).

Kearney and the Mormon Battalion passed over this route on their way to California in 1846-47 during the Mexican War. Cooke and the Mormons reportedly brought the first wagons over the trail and reconstructed much of it for these first wheeled vehicles. Prior to that time it was a foot and horse trail. With the discovery of gold in California in 1848, the Yuma Route became important from the States to California, particularly since it was accessible year-round, if somewhat too warm for summer use. Thousands of gold-seekers poured into California via the Yuma Route (Foreman, 1939). To protect the travellers from both Indians and outlaws, Fort Yuma was established at the Gila and Colorado in 1851.

Early California mail and stage lines used this route (Lindsay, 1973), using various alternates as warranted by the destinations. The San Diego and San Antonio Mail Line's connection to San Diego from Vallecito was dubbed the "Jackass Mail" route because passengers had to ride mules part of the way. Butterfield Overland Stage coaches regularly followed the route (1858-61), as did their successor, Wells Fargo.

Post 1877, the use of the route was affected by construction of the Santa Fe Railroad. New roads were built paralleling the rails, with new points of departure leading into the hitherto virtually unexplored interior from the relatively safe rail heads. The old lines of travel became covered with sand, wells silted in and many of the established stopping points were forgotten and are now lost. In the pages following, those identified on the major routes of travel have been listed and their name changes recorded through time. It would be feasible to pursue this research for still more sites if time would allow.

Yuma Road Historic Sites

1. California side of Colorado opposite Yuma:

Puerto de la Concepcion (Anza in Bolton 1966)  
 Mision la Purisima Concepcion (Chapman, 1921; Hoover et al, 1966, Conkling and Conkling, 1947)  
 (N.B. Early maps do not distinguish between this mission and the companion Misiones de San Pedro y San Pablo downstream on the Colorado. These are the Spanish missions destroyed by the Yuma uprising in 1781).

Camp Calhoun (name of Lt. Coutts' first camp at the site, September, 1849, cf. Conkling and Conkling, 1947).

Yager (Jaeger)'s Ferry, 1850. Landing only.  
 Camp Yuma 1850; Fort Yuma 1852.

2. Pilot Knob:

Cerro de San Pablo (Anza)  
 Sierra de San Pablo (Garces' name for range which begins at Chimney Rock at north end /Garces' name for it was La Campana/, and stretches to Pilot Knob on south).  
 Pilot Peak (Cowperthwait 1850).  
 Fort Defiance (early ferry station at Pilot Knob, cf. Conkling and Conkling, 1947, II, p. 200-201).  
 Algodones Stage Station (Butterfield 1859, cf. Conkling and Conkling, 1947, p. 216).

Road now detoured into Mexico to avoid sandy portions of desert. Reappeared in United States at Calexico.

3. Calexico:

Camp Salvation of Lt. Coutts, according to Hoover et al, 1966, p. 111. However, a contemporary traveller indicates Camp Salvation was at New River (Foreman, 1939, p. 330), a Mexican stage stop in later years (Conkling and Conkling, 1947, p. 224) unless the name was also applied to the Coutts Camp in 1849.

Monument Stage Station, 1860. Named for Boundary monument no. 221 (Conkling and Conkling, 1947, p. 223).

4. Indian Wells:

ca. two miles south of Silsbee (Silesby on Rueger Map), a town established in 1902. 1857 GLO (General Land Office) Plat locates wells in SE 1/4 Sec. 19 T 16 S R 13 E, SBBM. Wagon road bypasses wells. Road to wells leaves wagon road in NW 1/4 Sec. 29. Road crosses New River Channel in SE 1/4 Sec. 28.



## 5. Laguna:

5 mi. NW of Indian Wells. Possibly Diamond Lake, 5 mi. W of Silsbee (Conkling and Conkling, 1947, p. 225).

Corresponds very closely with Anza's Santa Rosa de las Lajas of his 1774 trip, now called the Yuha Well. Santa Rosa de las Lajas located about 7 mi. due south of Plaster City (Bolton, 1966 I). Conkling and Conkling note that early maps show Little Lagoon and Big Lagoon on this route, but give no citations.

Pacheco in 1826 established a small way station at a site called Laguna Chapala (Bean and Mason, 1962) possibly this site. Bean and Mason think the site was Mesquite Lake; however, since Pacheco was attempting to aid travel on Yuma-San Gabriel Route, and Mesquite Lake is far to the north, the site of Yuha Well is more likely.

Lt. Emory in 1848 found a lake he called Big Laguna which may be this site, or closer to Calexico, cf. below, p. II-15.

Conkling and Conkling note that the road to San Diego via Coyote Springs and Mt. Springs branched west from the Butterfield Road at Laguna. Lindsay's maps of the pioneer trails (p. 69) shows this junction. It also shows on the Bancroft map of California 1868, and the Rand McNally map of 1876.

Brown (1920) located Yuha Wells in T 17 S R 11 E, Sections 4, 5, 8 and 9, and noted the well had been destroyed.

Moore in Heilbron (1936) calls the site Blue Lake (p.383), but Rueger's map locates Blue Lake north of "Silesby" and shows junction of roads but does not label junction site, located on "Old Butterfield Stage Road" between Indian Wells and "Socketts Wells."

1857 GLO Plat T 16 S 11 E, SBBM shows San Diego road joining Warner's Road near site of present Plaster City. It is called "Express Trail."

Beck and Haase (1974, pl. 79) identify several lakes in vicinity between 1901-1907. "Diamond Lake" is located a short distance west of "Laguna Lake," both being tributary to the New River. Close to Calexico and slightly west of it is "Cameron Lake."

A "Fresh Water Lake" at the approximate location of Cameron Lake is found on Cowperthwait Map of 1850.

Maps:

Anza

Bancroft 1868

Bean &amp; Mason

Beck &amp; Haase, pl. 79

Brown

Conkling &amp; Conkling, V. III

Cowperthwait

Emory, in Wheat IV

Fort 1777

General Land Office Surveys: T 16 S, 11 E  
16 S, 13 E

Lindsay

Rueger



## A. Los Angeles Route

Since the mail route to Los Angeles became the most heavily used route of the mid 19th century, we will complete the course of travel first to that destination, then add the other branch routes and their stops.

### 6. Sackett's Wells:

Junction with the San Bernardino-Colorado Road. Appears on most old maps as Sacketts Well (Bancroft 1868; Rand-McNally 1876; Rueger 1903). Conkling and Conkling identify it as Hall's Stage Station on the Butterfield route, named for Warren Hall, then superintendent of this division. The station was established and named in 1858. Conklings locate it on west side of Coyote Wash about 2½ miles northwest of Plaster City.

### 7. Carrizo Creek:

16 miles NW of Sacketts Wells, in T 15 S, R 8 E, Sec. 12 about 1/4 mile west of Imperial/San Diego County lines. Fages camped in the vicinity in 1782 but did not name it. Appears on McAllister map, Conkling map (1947), Bancroft 1868.

### 8. Palm Springs

9 mi. NW of Carrizo Creek. Located T 14 S, R 7 E, section 25. (CF. Conkling and Conkling p. 228, Rensch map following p. 200). McAllister simply calls it "Old Stage Station." Hoover et al. indicate this station was sometimes known as Palmitas or Pamitas (p. 342). However, that site is south of Palm Spring, along Vallecito Creek, and was probably visited by Fages in 1782 (cf. Rensch map) and named by him 3 Palmas sic (Priestley). Probably located near modern Mountain Palm Springs.

### 9. Vallecito Station:

Fages' "San Felipe". T 14 S, R 6 E, section 10. U.S. Army supply depot for Fort Yuma in 1852 located here; relay station for semi-monthly mail service operated by Swacaffer and Warner of San Diego in 1854 (Conkling and Conkling p. 230), which lasted very short time. Vallecito virtually abandoned by end of 1854; depot not needed as Fort Yuma supplied by ship. In 1857, became camp stop on San Antonio and San Diego mail line, the "Jackass Mail" route. 1858, became stop on Butterfield route, James Lassator (or Lassiter) in charge. When wagon road between San Diego and

Indian Wells was opened up in 1865, Vallecito route lost popularity. In 1880, government surveyor found James E. Mason living there.

Road exited California Desert Conservation Area originally via Cooke's Pass now called Box Canyon, Blair Valley and Earthquake Valley.

Hay route for Lassiter's Ranch in Vallecito was constructed to climb rugged Oriflamme Canyon between Vallecito and Mason Valley to west. Hay for stagecoach and wagon teams was thus available for Lassiter's station on the Butterfield Stage Route. The Hay Route is basically outside the Desert Conservation Area. It extends west from the trail between Box Canyon and Mason Valley, the so-called "Jackass Mail Route."

Cf. Conkling and Conkling, 1947, v.2  
 Stone, Joe, "La Jollan Tracks Century-Old Road,"  
 San Diego Union, March 28, 1971, Sec. G., pp. 1-2.

Maps:

Bancroft 1868	
Conkling and Conkling 1947	
General Land Office Surveys:	15 S 8 E
	14 S 7 E
	14 S 6 E
McAllister	
Rand-McNally 1876	
Rensch	
Rueger	
Warren 1858	

B. San Diego via Mt. Springs branch:

Road branched from Laguna area, 5 mi. west of today's Silsbee.

10. Coyote Wells:

Still identified as Coyote Wells on modern maps. Located in T 16 S R 10 E, along Coyote Wash in SW $\frac{1}{4}$ . On GLO Plat of 1857, no wells are located or identified. There is an "Express and Indian Trail to Jacumba" located in this section which enters the SE  $\frac{1}{4}$  Section 12 and exits west in the S $\frac{1}{2}$  Section 19. This road appears to be precursor to the wagon road constructed in 1865 (Moore p. 383). It is slightly north of the wagon road of later date, which follows the telegraph line between San Diego and Yuma in this vicinity (T 16 S 9 E, enters Section 36 and exits west in SW $\frac{1}{4}$  Section 33) (Doc.794, 1880). The wells are still not located on the road in 1880, and they may have been dug there at a later date. Moore tells that county supervisor Jasper (1904-05) installed a hand pump and water trough to replace the "old green scum coated sump hole over which a battered well bucket had hung from a rickety and decaying cross arm" but he gives no dates.

11. Mountain Springs:

Still identified as such on modern maps. Located T 17 S 8 E, SBB&M. 1880 GLO Plat identified Mt. Spring Station (of telegraph line) in NE $\frac{1}{4}$  of S $\frac{1}{4}$  Sec. 24, near township line. Road from "Warner's Ranch to Mountain Springs" is found parallel to the "U.S. Military Telegraph Line." Mt. Springs was first established as a station on the telegraph line, and only later became part of a network of stage and wagon roads. In 1865 there was also a toll house located at Mt. Springs for users of the new wagon road. It is not clear if this activity also took place at the same building as the telegraph station. Telegraph line and road extend east to west through sections 23-30, 1880 plat. A second trail from San Diego to Yuma is found in the vicinity of Mt. Springs in T 17 S 8 E and in 17 S 7 E. The trail trends more directly SE-NW and may be an earlier route; it is labelled San Diego-Yuma Road as is the one paralleling the telegraph line. Moore, 1936 remarks that this route was used quite extensively during the early 1850's, but that it could not be used as a mail route because closer to San Diego it dipped into Mexico for about 50 miles (p. 382).

The road exited southwest toward Jacumba.

The telegraph route became very heavily travelled, used by stages carrying express and passengers. The 1874 Stretch map showing Wells Fargo routes depicts this route of travel for their contractors between San Diego and Yuma. The road passed into Mt. Springs via Devil's Canyon from Coyote Wells. An automobile road was later constructed through Myers Canyon (also called In-ko-pah Gorge, cf. Metsker map of Imperial County, n.d., and California Desert Conservation Area map 1977), about 1911.

This road later was taken into the state highway system (Moore p. 384), now route 8.

Maps: GLO Surveys: 16 S 10 E, 16 S 9 E, 17 S 8 E,  
17 S 7 E  
California Desert Conservation Area Map  
1977, scale 1:250,000  
Stretch

C. From Sacketts Wells to Torres-Martinez Indian Reservation.

12. Harper's Well:

"San Sebastian, alias del Peregrino" of Anza (1774),  
at junction of San Felipe and Carrizo Creeks.

An Indian Village was located at the place (Fages  
1782, cf. Priestley) but Fages did not name it.

Rand-McNally Map of 1876 places an Indian Village at  
the right approximate location, but does not name it.

Harper's Well marked the spot where Anza in 1775 turned west up Coyote Creek and Borego Valley toward San Gabriel Mission (Beattie p. 234). North from Harper's Well through the Coachella Valley was a path slow to develop (Beattie p. 243). In 1850 Benjamin Hayes (quoted in Beattie, n. 30, p. 242), a pioneer of southern California, mentioned that Warner knew of another route "going up close to the mountains on the eastern side (i.e., from Carrizo Creek to Harper's and possibly through San Gorgonio Pass). It was the same route by which Mexican General Flores had retreated from California in 1847. While easy to traverse, it did not have as much water as the Vallecito-Warner's Ranch Route. Flores took that route nonetheless to avoid meeting anyone. John McCain, Butterfield Stage driver, "is authority for the statement that... rustlers and smugglers operating between California and Mexico made use of the old Anza trail through Borego Valley, and also travelled the route through San Gorgonio Pass. They knew that they would be secure against encountering travelers on these routes." (Ibid). Indians would not guide Parke beyond Point



of Rocks on his southbound exploration from San Gorgonio Pass to San Felipe Creek, which he called "Salt Creek." Beattie cites Silas C. Cox as authority (no documentation) for existence of a "slightly travelled road" on west side of Salton Sink in 1858.

The trend of this old route can be followed by consulting the 1856 GLO plats for the vicinity. Generally the route of travel is slightly west of the state highway 36 of today.

13. Martinez, on Torres Martinez Indian Reservation: located on NW border of old Salton Sink.

From the vicinity of Harper's Well and Kane (or Kaine) Springs (Anza's "San Anselmo") the road led north and west to T 11 S 10 E, then north through 10 S 10 E and 10 S 9 E. In 8 S 9 E the trail ran past Indian fields and a village with a spring. A second trail was in the vicinity of this complex, noted at the S. border of Sec. 33, SE 4. A "Salt Lake" was marked and a dry salt lake noted. North of this portion, the trail in 7 S 8 E led past two Indian rancherias and fields in Sec. 16. A "hole of water" is noted in the NW4 of Sec. 21. This village now known as Martinez, named for Martin, a Coahuilla Indian, may be the FishSprings of Bean and Mason. Called Palm Waters and Swamp of the Palms by Romero.

At one point along the old trail between Kane Springs and Martinez, the surveyor in 1856 labelled the wagon road the "Mormon Trail to Salt Lake" (T 12 S 10 E, Sec. 35, SE4 to Sec. 27, and Sec. 22 north through 15 and 10). This name is usually applied to the Old Spanish Trail-Mohave River route after 1848. Possibly the surveyor was referring to the 1847 trip made by Mormon Battalion men who returned to Salt Lake from San Diego after their mustering out. However, they are known to have travelled the route via the Mohave River, leaving from San Bernardino. Possibly they travelled to San Bernardino on this little-used track, but it would seem to have been a difficult way to reach their destination compared to the well used trail on the western slopes of the Sierra Nevadas. On the other hand, the surveyor may have been referring to a route taken to obtain salt at the Salton Sink. No definitive statement can be made about this problematic surveyor's note at this time (Tyler).

Martinez marked the junction of the lesser used road west of the Salton Sink, and the more important road

which followed the east bank. The easterly route also had several variants, opened up at different times and preferred at one time or another by different promoters. These variants led to the Colorado River by two quite different routes, one reaching the Colorado in the vicinity of today's Blythe, and the other extending south to Yuma. The name applied to the different routes are the names of their originators, as far as can be determined now. Smith's road, or Smith's Survey, ended at Yuma, the last major early wagon road to have this destination.

Maps: GLO Surveys: 12 S 11 E and respective township  
map N following wagon road.  
12 S 10 E, 11 S 10 E, 10 S 10 E,  
8 S 9 E, 7 S 8 E, 10 S 9 E

Rand-McNally



D<sub>1</sub>. Smith's Survey was made by Dr. Isaac W. Smith of San Gorgonio Pass in 1857, accompanied by Stephen St. John of San Timoteo Canyon, and Alfred Bybee of old San Bernardino. The route struck southerly from Dos Palmas approximately via today's Niland along the east side of the Imperial sand dunes, to Yuma. This route would eventually become quite popular, taking most of the traffic from the old Emigrant Route via Carrizo Gorge. It parallels the present railroad very closely. This route, however, would not become important until water was developed between Dos Palmas and Yuma, the long stretch being too difficult for teams.

14. Dos Palmas - Romero's Plain of the Palmas (Bean & Mason)

15. Palma Seca, Lone Palm or Soda Spring, near today's Date Palm Beach.

The portion from Dos Palmas to a place along Salt Creek near today's Durmid was surveyed in 1856, probably by Smith (who had accompanied Parke in 1854), H. M. Frink and Hank Brown, who supplied Col. Washington's survey crews establishing the SB meridian and township lines. The road, labelled "Brown's Road" on the survey maps, turned north from T 8 S 11 E sec. 12 through 8 S 12 E sec. 2. There was a Tule Spring in sec. 9 of 8 S 11 E, but the road did not appear to stop there.

16. Frink's Spring:

Also called Fink's Spring; the railroad stop is simply Frink. Located T 9 S 13 E, by H. M. Frink, in 1862 (Haenszel ca. 1974, p. 5).

This spring permitted the Smith route to be infrequently active prior to the construction of the railroad. Water was again available at a locality south of today's Ogilby. This spot is not named nor can it be pinpointed with accuracy (Belden, Forgotten Roads). Mammoth Tanks may have been used but no source or map identifies them in connection with Smith's survey. They are located in T 11 S R 16 E and are described in Croffutt p. 230. Located on Bancroft 1868 map, but road does not go to them. Amos railroad siding near old site.

The Smith Survey, today paralleled fairly closely by the Southern Pacific Railroad, is the last route opened between the LA-SB area and Yuma. More northerly routes would be opened to join the southern California coast with mining communities and ferry localities on the Colorado north of Yuma.

Maps: Bancroft 1868  
 GLO Surveys: 8 S 11 E, 8 S 12 E, 9 S 13 E,  
 11 S 16 E  
 Metsker map, Imperial County

D<sub>2</sub>. Castle Dome Cut-Off

By 1868, cutoff had been made from Smith's Survey Route to Castle Dome mines at Colorado River. The route branched NE below Mammoth Tanks through Chocolate Mountains to the river at William Port and Spence's Ferry, near today's Picacho.

Identifiable places from the Bancroft maps of 1863 and 1868 are:

71. Mammoth Tanks
72. Little Picacho: The Spires
73. Picacho Peak: Chimney Peak, Mountain Point.
74. Chocolate Mountains: in different localities near river, Table Mountain, Spire Range, and Purple Hills. Major range today called Chocolate Mountains was drawn but not named.
75. Unidentifiable: Table Mountain Pass
76. Tank (not identified), possibly Bear Canyon Tank
77. Carriso Wash: Cane Brake Cañon or through Bear Canyon.
78. Sand Hills

Maps: Bancroft 1863, 1868  
 Metsker, Imperial County Map c. 1977

D<sub>3</sub>. Southern Pacific Railroad wagon route, 1877

Accompanying the actual laying of track in 1877, a road accommodating the wagonloads of supplies needed for the AT & SF railroad construction was developed parallel to the rail bed. This road soon would take most of the traffic between Los Angeles and Yuma. Although it was considerably longer than the San Diego-Yuma route, the road was safer because of the frequent railroad stations. In 1883 the desert stations described by Croffutt were:

- 140. San Gorgonio, 6.2 miles to
- 141. Banning, a signal station, 5.7 miles to
- 142. Cabazon, 8.5 miles to
- 143. White Water, an unimportant signal station, 7.5 miles to
- 144. Seven Palms, 20.8 miles to
- 145. Indio, 13.3 miles to
- 146. Walters, 17.4 miles to
- 147. Dos Palmas, 10.9 miles to
- 148. Fink's Springs, 17.7 miles to
- 149. Flowing Well, 6.0 miles to
- 150. Tortuga, signal station, 6.0 miles to
- 151. Mammoth Tank, 11.0 miles to
- 152. Mesquite, 13.8 miles to
- 153. Cactus, 13.6 miles to
- 154. Pilot Knob.

Yuma is final stop in California.

- 155. The Hayfield was a source of supply for hay to feed the mule and horse teams used by the construction workers. Few localities where natural hay could be obtained were found in the desert. The place names of these important sources lives on despite the declining need for hay with the replacement of animal-drawn vehicles by the "iron horse" and "horseless carriage." So important were these rare sites that early travellers photographed them (cf. Bancroft photo drawer #17157, along Colorado River in 1887, Rudolph Collection).

Maps: Henkenius  
Punnett  
Rueger

## II. La Paz/Ehrenburg-Los Angeles Route

- A. The Bradshaw Trail, opened in 1862 by William D. Bradshaw to serve the mining camps developing near La Paz. Bradshaw opened a ferry near Providence Point; opposite it in Arizona developed a small community called Olivia and Olive City, later renamed Ehrenberg. Bradshaw developed his road partly along previously discovered routes of travel to Dos Palmas and Salt Creek Pass which had been opened by Brown and Frink. Bradshaw's Trail headed more directly east from the Pass, to Tabeseca Tank, a natural tank on the north slopes of the Chocolate Mountains. Bradshaw was here using a route shown him by the Indians in Cabezon's village north of Dos Palmas; Johnston identifies this as the "Maricopa-Cahuilla Trail." It may have been the old "Cocomaricopa Trail" once sought by the Spanish/Mexican governments of Southern California, and over which Romero finally travelled in 1825 without leaving a diary. Belden's description (Sun-Telegram 2-10-52) is in error, locating the Bradshaw Trail too far north.

### 17. Brown's Pass

Stage stop on old Bradshaw Trail.  
Called Salt Creek Pass in old GLO survey, 1856,  
T 7 S 13 E and Brown's Wagon Road identified  
on same set of surveys.

### 18. Canyon Spring:

Stop on Bradshaw Trail, earlier Frink Route

### 19. Tabeseca Tanks

Stop on Bradshaw Trail, known on old Indian Trail to  
Colorado.

### 20. Chuckwalla Spring (Chu-cul-walla and other variant spellings):

On north slope of Chuckwalla Mountains, later replaced by

### 21. Chuckwalla Well, excavated by Frink and Grant in 1863 on the south side of the mountains.

### 22. Isidro Gap through Chuckwallas to spring, identified by Farley

### 23. Mule Spring, located in Little Chuckwalla Mts.

### 24. Wiley's Well, in 8 S 20 E

### 25. Providence Point on Colorado River:

Also known as Long Bend, Bradshaw's Ferry, Warringer's  
Ferry.

Maps: Bancroft 1863, 1868  
Farley  
GLO Surveys: 7 S 13 E, 8 S 20 E  
Johnson  
Johnston

## B. Frink's Route

Prior to Bradshaw opening his route in 1862, still another east-west trail was laid out between the southern California provisioning points and the mines along the Colorado River and in Arizona. Hank Brown and the Frink brothers had accompanied Col. Washington and his boundary surveys in 1855-57. During the course of this work, Brown blazed a new wagon road up Salt Creek Pass between the Orocopia and Chocolate Mountains. This road the official U. S. surveyor recorded in his maps of 1856, and again in surveys of 1884 (Cf. T 7 S 12 E, 7 S 13 E, 7 S 14 E, 6 S 14 E, 5 S 14 E, 5 S 15 E, 5 S 16 E). Brown's Road did not turn east toward Tabeseca Tank. It continued northerly through the mountain pass, heading toward the Desert Center community of today.

### 26. Brown's Well:

T 5 S 16 E, NW 4 Sec. 10. Apparently excavated by Brown for use by Washington's Base Line Survey. The surveyor in 1856 described it as "a well 45 feet deep of good water..."

This route and well were incorporated into Frink's road, usually referred to as a "cutoff" from the Bradshaw route. The route is supposed to have opened as an alternate to La Paz in 1863, which would place it slightly later in development than the Bradshaw Trail. It was shorter and less sandy than the Bradshaw route, but not as well watered. On the Bancroft map of 1863, the two routes are shown ending at two different places along the Colorado. Bradshaw's ended at his ferry, operated by William Warringer, and the Frink road ended some six miles north of La Paz, at what became known as the Hamilton Ferry, although it was apparently begun by Frink (Belden, Forgotten Roads...). Belden says the Frink Ferry was more popular than Bradshaw's but that the Bradshaw Trail was preferred by freighters. Consequently two unofficial roads soon connected the Bradshaw Road with the Frink ferry. These two routes show on the Bancroft map to the Colorado Mines, 1863. Various wells were reportedly excavated along the route, but they are not clearly identified nor located.

Other maps show the Frink Route rejoining the Bradshaw Trail just west of the Colorado River.

### 27. Ripley (Willow Spring, Willow Station)

### 28. Hamilton's Ferry (Frink's Ferry)



Maps: Bancroft 1863, 1868

GLO Surveys: 7 S 12 E, 7 S 13 E, 7 S 14 E,  
6 S 14 E, 5 S 14 E, 5 S 15 E,  
5 S 16 E



### III. San Bernardino-Colorado River

West of Dos Palmas, at Martinez, the Frink and Bradshaw route joined the earlier north-south road between Harper's Well and San Gorgonio. From Martinez the road led to

28. El Toro (Toro, Torres)
29. Indian Wells (Old Rancheria, Fages' Gauloma /Estudillo/, Poso Hondo /Blake in Parke/, Palma Seco of Wilke and Lawton /GLO Survey 1856, 5 S 6 E/).
30. Palm Desert (Sand Hole)
31. Palm Springs (Agua Caliente)
32. Windy Point (Whitewater Point)
33. Whitewater (Agua Blanca, White River Station)
34. Cabazon (Caber Zones; near Indian Run or One Horse Spring Station on old Bradshaw Trail, cf. Johnston, ca 1976).

Trail continued easterly through Banning to San Bernardino, San Gabriel and Los Angeles.

Maps: Bancroft's Map of the Colorado Mines, 1863  
 Bancroft's Map of California and Nevada, 1868  
 General Land Office Survey: 5 S 6 E  
 Skeleton Map of Southern California, 1869, n.p.  
 Stretch Map of the Western States, Wells Fargo  
 & Co., 1874

#### IV. Weaver's Route to the Colorado (Morongo Pass and Route).

Blazed by old mountain man and miner, Pauline Weaver. He kept the road a secret, although it was used at least once by Hank Brown who recorded the trail in his diary, not available for research. Belden's article (1956) dealing with this route describes it, speculating that he may have been shown the route by friendly Morongo Indians among whom he lived for many years. The road headed up the Morongo Valley to

35. Yucca Valley

36. Twentynine Palms (Oasis of Mara of Col. Washington)

Stopping points on the trail are not identified by Belden. The map drawn to accompany the article shows the trail passing through the modern community of Rice, ending at the Colorado opposite the mouth of the Bill Williams River. The only maps to identify this route in the 1860's are the Bancroft and DeGroot maps. They are very unspecific, ending the trail too far south on the Colorado, and with no water holes marked. Bancroft calls the trail the "Morongo Pass and Route" without mention of Weaver.

Modern Base Line Highway follows much of this route (California 62).

Maps: Bancroft, 1863, 1868

## V. Mohave River Route:

North Fork: Old Spanish Trail, Salt Lake Road  
 South Fork: Old Spanish Trail, Fort Mojave Road, Old  
 Government Road

As with other major east-west trails across the California desert, this route was first developed by Indian traders. Many side trails branched from the main trail along the intermittent streams, penetrating into remote desert fastnesses not explored by whites until the mid 19th century. Using the reliable waters of the Mohave River, however, a route was successfully blazed across the desert between Santa Fe, New Mexico and Los Angeles, California in 1829-30, following the north fork of the old Indian trail. This route would serve immigrants to southern California in the 1830's and 1840's. Initially they were primarily New Mexicans relocating in California. After 1848, Mormon converts moved from west to east along the trail across the Mohave, and finally Mormon freighting companies would develop the trail into an important wagon road linking Salt Lake City and San Pedro Harbor.

The southern fork of this route led to the Mohave Indian villages at The Needles. It was this route that was first travelled by Jedediah Smith in 1826, opening up the entire region to exploration and eventual settlement. The southern fork would become an early important east-west link between the states and California, and ultimately be selected for the southern route of the railroad. Because of its early importance for overland travel, there would be military camps and a fort erected along this route, and the first federal funds for construction of a desert road would be spent to dig wells and provide suitable grades for wagon travel; it would become Old Government Road.

After the development of mining in the eastern Mohave in the 1870's lesser used wagon roads would be opened up connecting the two forks of the road at the eastern edge of the desert, joining the Salt Lake Road and the Fort Mohave Road just west of the California border.

Portions of the trail were explored under the Spanish and Mexican governments. However, their excursions were generally limited to punitive expeditions against marauding Indians from the interior or escapees from the coastal missions. There was no attempt at settlement nor regular travel through the region via this route. For the Spanish, the trail was opened by Fr. Francisco Garces in 1776. Garces was massacred at the Yuma missions only a few years later, in 1781. Had he not suffered such an untimely death, perhaps the trail would have been put to greater use by the Spanish and Mexican forces.

Padre Garces first reported on the south fork after his explorations of 1776. A map drawn from his information was made by Fr. Font in 1777, copied by the U.S. Bureau of Topographical Engineers in 1859, and reproduced in 1898 for Elliott Coues On the Trail of a Spanish Pioneer, (Vol. I, iv). Jedediah Smith travelled the trail in 1826, but left no map. His information was transmitted in a letter to General William Clark, but although the map he drew later to illustrate his travels has been lost, the information was available for a brief period in the 1830's and '40's. The same data are found on a map located recently in the archives of the American Geographic Society, called the Smith (Fremont, Gibbs) map. The basic map is Fremont's 1844 map, with Smith's information pencilled on by Gibbs.

37. Cajon Pass (El Cajon de los Mejicanos, La Puerta del Cajon; Paso del Cajon).

Paralleled by the modern freeway through the San Gabriel Mountains. Two passes in the same vicinity have been called by the name "cajon" and three passes occur in the same area. The major pass, in use today, is the old pass of the Spanish period, level, relatively easy to ascend, suitable for wagons and horses as well as foot traffic. It follows Cajon Wash (cf. GLO Plat T 3 N 6 W, 1885). In 1875 the proposed Los Angeles and Independence Railroad began construction in the Cajon. A tunnel and short section of road were built before work was halted due to a financial panic and the decline of ores at Panamint. The old works are found on the GLO map for T 3 N 6 W, 1885, sec. 5, 6, 7, 8. This narrow portion of the pass was referred to as Toll-gate Canyon (Nadeau 1865b, pp. 200-201).

The Spanish and Mexican governments occasionally maintained a military check-point here to guard against the unwanted incursions of desert Indians who raided the mission. Zalvidea's 1806 note of a Camp Cajon may have been in this cañon rather than on the Mohave Indian route described below, #39. At the height of activity along the Spanish Trail, Mexican authorities conducted brand inspections at Cajon Pass (cf. Warner in re 1841/42 Workman-Rowland party), probably at this site. The narrow pass would allow rigorous control of a horse herd and permit its careful inspection.

38. West Cajon (El Cajon de los Negros) - Williamson

More rugged and steep, developed into a wagon route by William T. Sanford, freighting for Phineas Banning

in 1850. Banning was bringing supplies to the Salt Creek Gold Mine on the Amargosa River. This route became an important wagon route for immigrants whose destination was Los Angeles or points north, as it was shorter than the older trail. The route followed Lower Swearthout Canyon to West Cajon Valley and over the summit.

39. Mohave Indian Trail via the Devil-Cable Canyon ridge to Sawpit Canyon to the Mohave River (Walker's Trail, after Ute Chief Walker or Wakara, cf. Beattie, p. 3).



This trail closely follows the river bed, along which there were Indian rancherias at occasional intervals. The earliest travellers who penetrated this part of the Mohave Desert followed this old Indian route. Jedediah Smith on his second trip through the area in 1827, broke away from the river and headed directly west toward the mountains in the distance. This is the first recorded instance of the use of the shorter route (Morgan and Wheat, 1954) which would later become the most popular trail.

The first European documented to have crossed from the San Bernardino area to the Mohave Desert via Cajon Pass is Pedro Fages in 1772. Unfortunately his note of the trip is too vague to tell precisely which route he may have used. He did not name the pass.

In 1776, Father Francisco Garces crossed from east to west across Cajon Pass via the old Mohave Indian route. He did not name the pass.

Padre Zalvidea may have crossed also from east to west in 1806, not naming the pass but noting that there was a "present Camp Cajon" in the canyon. Jedediah Smith in 1826 and 1827 also used the pass, not naming it either time. In 1826 he arrived from the desert via the Mojave trail, and in 1827 via the shorter Cajon Pass route (Morgan and Wheat, 1954).

Armijo in 1830 arrived from Santa Fe with the first New Mexican commercial caravan. It is not clear which pass he used. He followed the Mohave River for seven days before rendezvousing with his detachment sent ahead to San Bernardino for supplies. He named one stop at San Bernardino Canyon, and then the stopping place of San Jose. These localities cannot be precisely identified.

Maps: Beck & Haase, p. 20  
Coues (Font)  
GLO Surveys: 3 N 6 W  
Smith (Fremont, Gibbs) in Morgan and Wheat

The Cajon Pass roads joined the Mohave Indian trail near the present town of Oro Grande. The earliest trail, followed by the Mohave Indians, was used as a trade route from prehistoric times. It followed the Mohave River to its sink where it struck out across the desert to the distant Colorado River near the Needles. The Indian place names given the stops along the route have not survived.

#### 40. Mohave River:

The first name given to the river itself by non-Indians was the Garces name, R. de los Martires, or Martyres, which had been the name given by Father Kino to the Colorado River. Bancroft misprinted it as R. de los Martinez. Jedediah Smith called it the Inconstant River. John C. Fremont named it the Mohave River on his map of the 1844 expedition; he noted an older name, Rio de las Animas.

The trails that followed this river had different designations depending on their destinations. At different periods of time, different destinations were important to different people, and some names were used for the roads which had perhaps somewhat local significance. The two main forks from early days of travel were the north fork, leading to Santa Fe and later changing to the Salt Lake City destination; and the south fork, leading to the Mohave Indian villages near the Needles, near which Fort Mohave was later established somewhat north of the Indian settlements. The south fork was improved by expenditure of U. S. dollars for wells known as the Government holes. Through a gradual metamorphosis, the name Government Road or Old Government Road derived from the wells to extend over the entire length of the trail to Fort Mohave (Casebier 1974). The Spanish/Mexican explorers knew this portion of the road to be the ancient trading route of the Moquis (Hopis) and the Hayatas (Mohaves). By the 1880's the two roads would be locally recognized as the roads to Death Valley and Providence (Lehman), two names of no importance or significance in the early days of travel along the trails.

During the days of Mexican travel over the trail, the trail was simply the route to Alta California. By reference, the trail in the 1840's was designated the Spanish Trail (Fremont), in the 1850's the Great Spanish Trail (Roubidoux), and the Old Spanish Trail in the 20th Century (Hafen). Generally this designation has been applied to the north fork, but until 1844, both forks were apparently used by the New Mexican commercial caravans and other travellers to California from New Mexico, and thus the route should be given that name for both forks, which would come together again on the Virgin River in eastern Nevada (Warren).



Major stops along the Mohave trail were not named until the American period, post 1848. Below is a list of the major stopping places gleaned from published sources and maps most of which were products of the post 1848 traffic. Those Spanish place names that can be identified have been included.

Martin's and the Toll Gate closer to the summit are outside the Desert Conservation Area.

41. Burton's (Casebier 1974):

On desert side of summit, 16.08 miles from summit. May be Cedars stop of Rousseau diary (1964).

Not clear where Burton's was. May have been at Victorville, established as Godfrey's Ranch, then owned by Huntington, Hartman and finally, Turner (Mecham, Oct. 1966; Coues, 1900; Wood, 1969). "Little Meadows" another name for Victorville.

42. Upper Crossing:

Approximately at the town of Oro Grande. Station located on the south side of the river between 1865-72 (Keeling, 1976, p. 20).

43. Lane's:

Seven miles below Upper Crossing on Mohave River (Keeling, 1976, p. 20). Possible to leave river here and strike directly for

44. Point of Rocks:

Nickerson's or Nicholson's Ranch. About 3/4 mile below today's Helendale.

45. The Cottonwoods:

About two miles upriver from present Hodge.

46. The Grape Vines:

Jacobi's or Jacoby's, Jacob's Ranch. Later known as Waterman, then Barstow (Coues 1960, Rousseau 1964).

47. Government Station:

Bancroft 1868 map; Farley's Map, 1861.

48. The Fish Ponds:

Marine Depot at Nebo.

## 49. Forks of the Road:

B. Allcorn's "large inventory" site of 1864 (Keeling, p. 19). After 1874, site of Hawley's Mill, Hawley's Crossing, Hawley's Lake.

###Mormon Grocery or Old Grocery. In 1864 was John Havens claim, then known as "Old Grocery" (Keeling p. 19). May have been Allcorn's place at Forks of the Road, or at the Fish Ponds. Choteau's "Parage de los Navalion" /Hafen, (sic), should be Navajos/, 35 miles from Bitter Springs, could be either Forks of the Road or Fish Ponds. Choteau's mileages were not very accurate, according to Pratt (Hafen, p. 342, n. 5). However, if Choteau's route actually referred to a route via Soda Springs (cf. Warren), this camping spot would be Forks of the Road. El Paso del Sol of Choteau, 18 miles from the Navajo camp ground, could then be either Point of Rocks (Hafen's route) or Grape Vines (Warren).

Choteau's Los Almos /Alamos/ altos, at 25 miles from previous camp, and Amahabo Creek, 45 miles still farther, are probably along the Mohave River itself and do not correlate with the route as it was shortened in the 1860's.

At Forks of the Road, the trail branched into the south and north forks.

## A. South Fork: Spanish Trail; Road to Fort Mojave; Government Road:

## 50. Camp Cady:

Daniel Cline ranch nearby in 1864.

## 51. Cave Canyon:

Afton Canyon, Blake's Camp (Casebier, 1972).

## 52. Soda Springs:

Hancock's Redoubt; Zzyzx of 20th century.

## 53. Marl Springs

## 54. Cedar Springs

## 55. Government Holes

## 56. Rock Spring

## 57. Pah-Ute Creek

## 58. Fort Mohave

For study and discussion of this portion of the Mohave trail, cf. Casebier's various publications on military maneuvers at these sites. Casebier is now engaged in a detailed re-study of the Garces routes, and his forthcoming publication on this important entrada should be consulted in future desert studies. Garces probably did not follow the route described above, as he had Mohave Indian guides and would have travelled with them their more southerly trail linking water holes that could not be reached by the wagons used in the 1860's. The use of wagons necessitated a somewhat different trail with less rugged terrain. Using Casebier's new work, it may be possible to determine which of the various stopping places Garces actually used and named.

Garces, according to Raymond Wood, left the Mohave Villages at Needles. Led by Indian guides, he travelled a somewhat shorter version of the Old Government Road. Whipple probably travelled the same route, or nearly so, across the Mojave in 1853-4. He had Indian guides and did not use wagons. His route was south of the later road, as was Garces'. As this route did not develop into a major wagon link, and properly fits into a study of prehistoric and ethnographic trails, it is not included in this survey.

Maps: Bancroft, 1868  
Casebier, 1974  
McAllister  
Thompson

B. North Fork: Spanish Trail; Salt Lake Road; Mormon Road.

57a. Bitter Springs:

Agua de la mesa; Agua Tomasa, Agua Tio Mesa.

58a. Salt Creek:

Agua Salado; Agua Amargosa.

59. Resting Springs:

Ojo de Archuletta; Archillette; Agua Hernandez.

A<sub>1</sub>. Cut-offs:

On the 1860 map of Lt. Davis (Casebier 1972) a "New" Salt Lake Road is drawn from Blake's Camp northward along the west side of the Cronese Mountains toward Soda Mountains, rejoining the older Salt Lake Trail at Bitter Springs. This "new" road is not recorded except on the Davis map of 1860 which Casebier reproduced for his 1972 publication. It is not known what the purpose of the "new" Salt Lake Trail was, unless it was for military operations of the period.

B<sub>1</sub>. Kingston Cut-Off

60. Kingston Spring

Discovered in 1854 by Col. Reese (Carvalho 1857).

Shortened the Salt Lake Road by some 40 miles by cutting off from the earlier trail at Kingston Wash, travelling via Kingston Springs to Mt. Springs (Nevada). Carvalho met the old trapper, Thomas "Peg-leg" Smith on this trail in 1854; Smith told him the name of the springs was "Kingstone;" they have never been known by any other name. Lt. Mowry in 1855 mapped the Kingston route as a "Proposed Cut-off." Farley's map depicts both the Kingston Springs and Salt Creek-Resting Springs routes. Mapped by GLO surveyor in 1856, in 17 N 8 E, SBBM. Bancroft's 1863-1868 maps route the "Old Salt Lake Wagon Road" via Kingston Springs and does not show the earlier route via Salt Creek and Resting Springs.

B<sub>2</sub>. Cox's Cut-Off

61. Mesquite Wells:

Broken through apparently in the 1860's, a second cut-off from the old Salt Lake Wagon Road headed northeast at Riggs Wash via Mesquite Wells to Crystal Springs (Potosi townsite, Nevada) and rejoined the old Salt Lake Road at Cottonwood Springs. The Cox is likely the Silas C. Cox

so active in the freighting business between San Bernardino and Salt Lake City (Beattie 1925; 1939). The Rand-McNally Pioneer Atlas of the American West depicts this cut-off but does not name it. Another wagon route shown is the Kingston Springs route as well as the old road using Resting Springs.

Potosi was active in 1860-61. Two stages served the town-site (see below, #139). On the north edge of Mesquite Dry Lake on the present dirt road connecting Ivanpah Dry Lake and the Sandy Valley (Nevada) settlements, is an old adobe house occupied by "Old man" (Bill) Spence until his death in 1977. This is locally called "the old stage station" and may indeed be one on the old road to Potosi. As the road served later traffic as well, further research needs to be done to determine the age of the structure.

A<sub>2</sub>. El Dorado Canon Cut-Off

62. Lewis Holes:

Not named, but shown on the Bancroft map of 1868 and the Rand-McNally Pioneer Atlas of 1876, the cut-off to the El Dorado Canon (Nevada) Mining District left the Government Road between Rock Spring and Pah-Ute Creek, heading northeast up the Lanfair Valley to Lewis Holes or Lewis Spring. This is the route taken by D'Heureuse on his 1863 trip to El Dorado Canyon (see photograph collections).

A<sub>3</sub>. Stoddard Well Road - Hay Road

63. Stoddard Well:

Pioneered in 1867 by Lafayette Mecham of Fish Ponds (Nebo Marine Base) to Little Meadows (Victorville). No well at the time. One hundred tons of hay cut at Little Meadows and hauled to Camp Cady. Hay cut mostly above the Upper Narrows. John Brown, Sr., brought in cattle later, and Mecham indicated (Pioneer Cabin News, June, 1966) that this turned the meadows into a desert. Sheldon Stoddard dug a well on it a few years after the route was opened. In later years, another cutoff was made between Little Meadows and Cottonwoods and from a point slightly southeast of Cottonwoods on the Hay Road to the Cottonwoods Station (Mecham Oct., 1966). Rueger Map depicts the Stoddard's Well Road and the cut-off to Cottonwood from north of Stoddard Well to the Mohave River.

A<sub>4</sub>. San Bernardino-Panamint Road (Nadeau Cut-Off, Meyerstein's Road)

Cut-off known by 1886 (cf. Lehman) between Cajon Pass and Stoddard's Well Road. Not referred to in any other pub-



lication thus far discovered by authors. No map identified this route. Rueger's 1903 auto map and Thurston's 1919 auto map show clearly, less used cut-off between the Pass and Victorville which connect with the Stoddard's Well Road, shortening the distance of the usual route west of these trails. This may be the Nadeau Cut-Off. Nadeau was a freighter from Los Angeles who was mainly involved in delivering the bullion from the Panamint City mines in the Panamint Range to the Los Angeles market. When these mines opened in the 1870's, the first supplier of goods to the camps was a Meyerstein of San Bernardino; later Nadeau entered the commerce and a road was constructed from Los Angeles via Tejon Pass to accommodate the needs of this high volume of traffic. This route from San Bernardino apparently was later called a "cut-off" to the better used wagon road, despite its separately conceived construction and location, and that Nadeau did not construct or use it. Meyerstein or Panamint Road can be traced from the 1903 Rueger auto map. Stops on the road were (San Bernardino Weekly Argus, September 28, 1874): Meyerstein to Martin's,  $11\frac{1}{4}$  miles, to

64. Fears (in Cajon Pass,  $11\frac{3}{4}$  miles to

Huntington's (Victorville),  $18\frac{1}{2}$ , to Cottonwoods (Hodge), 18 to

65. Wells, Second crossing of the Mohave,  $4\frac{1}{2}$  to

66. Black's Ranch,  $11\frac{3}{4}$  to

67. Granite,  $26\frac{1}{2}$ , to

68. Willow Tree Station, 26, to

69. Post Office Springs,  $26\frac{1}{2}$ , junction with Los Angeles-Panamint Road

70. Panamint,  $10\frac{1}{2}$

The road from Wells was constructed under the supervision of Captain Lane of Lane's Crossing. The County of San Bernardino paid the costs. Chinese were employed to "put the road in perfect shape" (San Bernardino Weekly Argus, September 18 and 21, 1874). This use of Chinese in construction of San Bernardino-Panamint Road may have been confused with the nearly simultaneous construction of the Los Angeles-Panamint Road used by Nadeau. This could account for the "Chinese Wall" designation on the Los Angeles-Panamint Road (see below, #127) and the 1876 designation of the "Nadeau Cut-Off" for the road to Stoddard's Well from Cajon Pass to Victorville.



The remaining major wagon roads and trails of the period in the Mohave Desert began as north-south trending roads linking Los Angeles and the gold fields to the north: Coso Range, Panamint Range, Owens Valley, and the Comstock mines of Nevada. These important lines of communication were also opened up because of the transcontinental railroad completed in 1869. New roads opened up subsequent to its completion to provide an outlet for the interior valleys via stage and wagon connections with train stations (Rossiter 1871, p. 17).

The earliest and most important road was the Los Angeles-Owens Valley road. Manly called it the "Big Owens Lake Trail" on his reminiscent map of his 1849 adventures (Wheat II, opp. p. 106). Rossiter called it the Owens River Road.

#### VI. Owens River Road

This road developed on the base of earlier, shorter connecting links between Los Angeles and the San Joaquin Valley, and the Walker Trail of 1834. While the Spanish and Mexican governments had used portions of the road in communicating between missions, excursions were rare, risky, and poorly documented. The major traffic of the Spanish-Mexican period continued to be over the well known Camino Real. The Owens River Road itself, extending north from the Tehachapi Pass area, would be developed mainly in the American period, with the consequent intensive prospecting of the desert mountain ranges. 1860 marks the beginning of this type of activity, after the Comstock Lode has been uncovered in Nevada, stimulating exploration in the desert.

With the discovery of mines in the desert, outlets would be needed to the seaports. Bakersfield, Visalia, Ventura, Santa Barbara and San Bernardino would compete for the commerce, resulting in roads leading to these different localities branching off the main Owens River Road. All would lose out to Los Angeles, the earliest source of supplies and ultimate winner because of the transportation provided by the Southern Pacific Railroad.

The main road led north from Los Angeles via

79. San Francisquito Pass (Turner's Pass, cf. Farley map, Bancroft map 1863); Bouquet Canyon (modern name).

Probably traversed in 1806 by Zalvidea on his excursion to locate mission sites (Haase, Pl. 20). William Manly escaped the desert via San Francisquito Pass in 1850 (Manly). The pass leads to

80. Antelope Valley (Plain of The Palms, Rand-McNally map, 1876).
81. Thompson's ranch, located along road from pass to Elizabeth Lake (GLO survey 1856; Rand-McNally map 1876). Thompson's located in T 7 N 14 W, SBB&M, SW $\frac{1}{4}$  Sec. 33, along trail which runs generally along Sec. 32/33 border at this point.

The road from Tejon Pass and the Tehachapi Road join here as they head toward Los Angeles. Bancroft's 1863 map identified Thompson's as NE of Elizabeth Lake, and a Jose Juan's at the site otherwise identified as Thompson's in 1856 and 1876.

82. Willow Springs was an important stop on this trail. Garces, Smith, and Fremont are all known to have stopped at this watering spot, located in T 9 N 13 W, SBB&M. Rogers and Manly camped at Willow Springs on their return to Death Valley to rescue the marooned travellers (cf. Settle). The locality is still plainly marked on modern maps. Early stage station operator Nels Ward is buried on the hill near the old station (Covington). Tehachapi Pass traffic joined the main road near here.
83. Nadeau Springs, west of present town of Mohave (Covington). Used by freighter Remi Nadeau among other teamsters between Los Angeles and Inyo mines. Location of this stop is not clear. In 1883, a stop on the Southern Pacific Railroad located 5.6 miles north of Mojave was called Nadeau station. This may be the same locality meant by Covington (Crofutt, p. 217).

The wagon road northward kept closer to the mountains than modern roads generally do. Exact stopping points have been difficult to discover. The road did travel by way of

84. Red Rock Canyon
85. Freeman Junction, entrance to Walker's Pass
86. Indian Wells (Desert Springs, Rossiter, 1875, p. 60; cf. Hoover, et al, p. 118).
87. Hawaee Meadow (Farley); Haiwee Meadow (Bancroft, 1863, 1868)
88. Little Lake (Little Owens Lake, Bancroft 1863, Rand-McNally Map).
89. Coso Mill, 1862 (Bancroft, 1863, 1868) on Olancha Creek (Hoover, et al, p. 119).

## 90. Olancha

Northward from Olancha the road followed the west shore of Owens Lake, exiting the Desert Conservation Area.

- A. The stage road of the late 1860's followed a route which connected with settlements in the mountains. Followed White Rock Creek to Agua Caliente and Kelsey's where it turned east on the South Fork of the Kern River and via Walker's Pass down Freeman Canyon to the Owens River Road (Bancroft, 1868; Hoover, et al, p. 118).

- B. Cerro Gordo Mines Road, 1867-72

## 91. Cerro Gordo Mines

92. Belshaw's Toll Road ("Yellow Grade"), constructed by Union Mines owner M. W. Belshaw (Nadeau 1965b, p. 188).

93. Keeler, established 1872 (Nadeau 1965b, p. 192).

Shipping point for Cerro Gordo bullion, across Owens Lake to Cartago, where it was transshipped via freight teams to San Pedro. Later Keeler would be the terminus of the old Carson and Colorado Railroad. The Keeler Commercial District, on Main Street, was photographed about 1890. A copy is in the Bancroft Library (Photo #10, 252). The Palace Studio and Wells Fargo Express Office are shown. Keeler does not show on Wells Fargo map as a station in 1874 (cf. Stretch map).

After 1873, a road from Keeler which joined the old Coso Road (see below, B) along the south shore of Owen's Lake to the Owens River Road would be extensively improved by the Cerro Gordo Freighting Company, owned by Nadeau, Belshaw and Beaudry (cf. Rossiter, 1875, p. 75, and Nadeau, 1965b, p. 192). New stations were established, but their locations and descriptions have not been found during this research. Eighty teams of three wagons, each pulled by sixteen mules, were used to convey the enormous backlog of bullion to the San Pedro Harbor. Each round trip took eight-nine weeks (Rossiter, 1875, p. 59).

- C. Coso Mines Road

Bancroft (1868) shows the road to the Coso Mines, developed beginning in 1862 with the discovery of the silver mines at the north end of the Coso Range. There was a trail leading northeast from the Little Lake stop on the main road, heading around the southern tip of the Coso Mts., eventually

turning westerly again at the northern end of the same mountains and skirting the southern shore of Owens Lake. Ores from the Coso Mines were taken by pack train and wagon to the Coso Mill (#89 above) for processing. Places marked on Bancroft's map are:

- 94. Arab Springs
- 95. Sulphur Mountain Spring
- 96. Alkali Spring
- 97. Salt Spring

All of these will require further research to identify and locate on today's maps.

- 98. The road led through what Bancroft called "Arab Canyon," just east of the Coso Mountains. This is probably the northern extension of today's Cole's Flat.
- 99. Coso mining camp of ca. 1862 was named on Bancroft's map, but it is difficult to locate on it. It is on modern maps inside the Naval Ordnance Range.
- 100. Darwin, discovered 1874, Old Coso Road extended north from Coso to Darwin, and west to Olancha and Coso Mill Road. Cerro Gordo Freight Company hauled silver bullion from this camp (Nadeau 1965b, pp. 194-5). Town named for Dr. E. Darwin French, who had explored region in 1860 and named Darwin Wash (Gudde).

D. Slate Range Roads: D<sub>1</sub> Cache Creek and D<sub>2</sub> White Rock Creek.

Developed in the 1860's to serve the prospects of the Slate Range, the Borax trade from Searles Lake and in the 1870's the El Paso mines in today's El Paso Mountains. The roads are depicted on the Rand-McNally map of 1876.

- 101. Kelso Valley (misplaced on map)
- 102. Dry Lake (Koehn Dry Lake)
- 103. Mesquit Spring (Mesa Spring in El Paso Mts.)
- 104. El Paso Peak
- 105. Grapevine City (probably near or at today's Cantil)



106. El Paso City (near or at today's Goler).
107. Ophir City (difficult to locate on today's maps). Site closest to the China Lake (then Desert Springs Salt Marsh) and Searles Lake borax deposits. May have been at present Ridgecrest or some other site south and east of it which could serve both borax operations.

D<sub>1</sub>. Cache Creek Road.

Tehachapi Town - via road along Cache Creek to junction with Owens River Road west of Cantil.

- D<sub>2</sub>. Another road to Slate Range west via Tehachapi Pass and White Rock Creek, along south shore of Koehn Dry Lake, to El Paso City (Goler). In late 1860's road to Claraville in mountains cut off the Cache Creek Road at Cottonwood Valley, headed north to

108. Claraville and north to Walker's Pass Road (Rand-McNally)

E. Walker Pass route (to Visalia and Bakersfield)

By 1870, "a good wagon road the entire distance from Gilroy to Cerro Gordo" was available for travellers using this route (Rossiter, 1871, p. 17). The Kern River Trail was also available to travellers from Gilroy via the Havilah stage; this route was not as well suited for wagons.

Walker Pass was used by Joseph Reddeford Walker on his 1833-34 exploring trip from Salt Lake to California (Roske). In 1843 he would lead an emigrant party to California via this route and in 1845 he led a company of Fremont's men over this pass. In the American period it became an important trail from San Joaquin Valley to the Mohave Desert, and it now serves automobile traffic via state highway 178, up Freeman Canyon.

In the 1870's and '80's, a hideout of notorious outlaw Tiburcio Vasquez and Cleovaro Chavez was located near the trail at the foot of the pass on the Mohave Desert side. The area of large rocks is known now as Robber's Roost, in the vicinity of a spring known as Coyote Holes (Nadeau 1965b, p. 191; Hoover, et al, p. 118).

109. Coyote Holes (Robber's Roost)

110. Panamint Station

- F. Tehachapi Pass, Tehachapi Range (Garces' Sierra de San Marcos, Coues, p. 270). Many variant spellings. Modern name reverses the vowels; former names are all variant spellings of Taheechapay.

There are actually two routes to this pass both once known by this name. The railroad, using the northerly branch of the pass, has caused its pass to be known in modern times as the Tahachapi Pass. An equally well travelled wagon road and trail of the pioneer period was the southern branch. The early, southern route is shown on the Bancroft map of 1868.

- F<sub>1</sub>. The northerly route known by this name, used by the railroad, is drawn on the Rand McNally map of 1876. The northerly route leads in from the Mohave Desert at Tehachapi Pass on the Cache Creek drainage. Both direct entry from the desert, and entry via Cache Creek to the north (see above, Slate Range Road variant) were feasible.
- F<sub>2</sub>. The southerly route headed more directly toward Willow Springs from Tehachapi town, via the Oak Creek drainage. This route is well marked on the Bancroft map of 1868 and the Farley map of 1862.
- G. Tejon Pass Road: Pass of Buena Vista (Fages, 1772, in Bolton, 1931).
111. Via Quail Lake in Antelope Valley. This road forked north to Willow Springs and south to Elizabeth Lake where it joined the Tehachapi Road again on the way to Los Angeles. Road travelled by Fages in 1772, Garces in 1776, Zalvidea in 1806.

#### H. Soledad Canyon Road

Selected by the Southern Pacific Railroad to enter San Fernando Valley via San Fernando Pass. Known by the Spanish and Mexicans, not a well-travelled road, until traversed by the railroad in 1866. One of the canyons frequented by the infamous Vasquez and his gang, it also received the designation, "Robber's Roost," (Crofutt, p. 219). Vasquez Rocks historic site is in this canyon.

- I. Southern Pacific Railroad Route (1876). All from Crofutt's Guide, 1883.

Via Tehachapi Pass, Nadeau (see above).



## 112. Mojave (Mojava)

Established by railroad in 1876 (Gudde), as eastern terminus of the line. Water originally brought into the station from Cameron station, 9.2 miles east of the Tehachapi Summit station of the railroad (Crofutt). Older wagon roads did not pass through Mojave town site. Once the railroad was constructed, old freight routes were adjusted to bring the bullion, ores, etc. and supplies for the mines to this point, where they were transshipped by team.

113. Gloster, 6.6 miles south of Mojave, on the railroad. No side track at this site.

114. Sand Creek, 7.2 miles from Gloster.

115. Mirage Lake (Rosamond Dry Lake) visible 10 miles east of Sand Creek.

116. Lancaster, a side-track, 11 miles from Sand Creek. A town began to grow up as early as 1876 (Settle, 1959).

117. Alpine, 10.9 miles from Lancaster.

118. Soledad Pass Summit, 4.0 miles from Alpine. Marked on Rand-McNally map, 1876.

Additional places which grew up along the tracks between 1876 and 1882 include:

119. Rosamond

120. Palmdale. Old Palmdale about 2 miles east of present town. New Palmdale started when the S. P. Railroad line came through (Settle, 1959).

## J. Panamint Pack Trail

Branched eastward from Little Lake across Coso and Argus ranges via Shepherd's Canyon and Panamint Dry Lake to Surprise Canyon. From Coso Range to Panamint Range, also known as Given's Mountains and Telescope Mountains, cf. Palmer, 1948, p. 4, was a new trail to serve the camp, built in 1873.

121. Shepherd's Canyon

122. Panamint Dry Lake (unnamed dry lake on Rand McNally)

123. Surprise Canyon and Surprise Valley (Rand McNally map)

## K. Los Angeles-Panamint Road

Built in 1874 by Los Angeles Chamber of Commerce, using capital provided by Steward and Jones, major Panamint investors (Nadeau, 1965b, pp. 197-8). Actual construction under supervision of a Richard C. Jacobs, one of discoverers of the ore bodies, and part owner of the Panamint Mining Company (Nadeau, 1965a, p. 105). Surprise Canyon road was improved at same time by Inyo investors headed by Barton McGee (Nadeau, 1965a, p. 106). Road opened for first time the pass known today as the Slate Range Crossing, a difficult six mile stretch where the road had to be built up in order to allow wagons to travel the steep slopes (Cole, p. 13). This portion of the road is sometimes called the "Chinese Wall," named for the alleged ethnic origins of the people who built it. Cole claims the location of the "Chinese stonemasons camp" is still visible, as well as the stone cabins they built there (Ibid.) This should definitely be field checked to determine if there are any remains that would identify as Chinese the builders or users of the cabins and camp. There is no precise documentary evidence of this claim. However, Steward frequently used Chinese labor in the mines and especially in construction of roads and railroads, e.g. on the Virginia and Truckee construction in Nevada. It would be likely that he would employ Chinese in building this road. Furthermore, The S. B. Weekly Argus of 1874 noted on September 21 that "Chinese for Panamint will arrive shortly and proceed immediately to the mines." This was after the Los Angeles-Panamint Road had been completed, but these Chinese laborers likely were put to work wherever needed, repairing roads, etc. They may have worked on the "Chinese Wall" after it had been roughed out and given it the finishing touches. They were active in the area following the completion of the transcontinental railroad in 1869, prospecting for minerals and working in the mining camps. The borax deposits at China Lake were prospected by them in this period (Hoover, et al, p. 120).

Cerro Gordo Freighting Company hauled the Panamint bullion to Los Angeles. Remi Nadeau, co-owner with Beaudry and Belshaw in this enterprise, is usually the only man identified by writers in connection with this freighting outfit (cf. Nadeau, 1965a and b; Cole, Rossiter, 1875, p. 59). For that reason the various routes developed to serve the different camps are sometimes called "Nadeau's"; however, he did not actually construct them, and of course teams owned by other companies used these roads as well (cf. Covington, p. 8). He did, apparently, oversee construction of the improved road between Los Angeles and Cerro Gordo (see above #91).

John T. Searles and E. M. Skillings formed the San Bernardino Borax Mining Company in 1873 to work borax deposits discovered and claimed by Searles in 1862 (Murdoch and Webb, p. 221). Their development was handicapped by lack of a good road until the Los Angeles-Panamint road was constructed in 1874 (Rossiter 1875).

The road branched from the Owens River Road at Indian Wells. Identifiable sites include (Rand-McNally map, 1876):

124. Salt Station (today's China Lake), Desert Springs marsh, Rossiter, 1875.
  125. Salt Canyon (today's Poison Canyon), Salt Wells Valley and Canyon (Thompson map)
  126. Dry Lake (Borax Lake, Nadeau 1965a, p. 106; Searles Lake, Murdoch and Webb, p. 22).
  127. Slate Range Crossing (Cole, 1977; Chinese Wall, Starry 1969). Unnamed on Rand-McNally map.
- L. Lookout Trail, 1875.
- This trail connected
128. Lookout,
  129. Modoc, and
  130. Minnietta mines with the charcoal kilns of
  131. Wildrose Canyon in the Panamints.

Remi Nadeau's mule teams hauled the charcoal to the smelters at the Lookout camp (Nadeau, 1965b, p. 203). The Modoc and Minnietta were connected by pack trains to Lookout camp, but the charcoal was hauled in wagons. This road is actually an extension of the Los Angeles-Panamint Road, built in 1874.

#### M. Amargosa Mines and Ivanpah Road

Route developed in 1860's to Amargosa Mines in Washington District (cf. Farley map; Bancroft map 1863). Amargosa mines developed as early as 1850's with the establishment of a camp and mill at

132. Salt Creek on the Amargosa River.

Hafen's Journals of the Forty-Niners, the Beatties' Heritage of the Valley, Heap's diary in Central Route to the Pacific, many diaries of travellers of the period, speak of these developments. The route is partly depicted

on the Rand-McNally map of 1876. It travels from Tehachapi Pass via El Paso City, and Granite Wells (previously noted in connection with Panamint Road from San Bernardino), to

133. Burnt-Book Spring

134. Leach's Point

135. Amargosa Mines.

The cut-off on this road to Ivanpah is not shown on the Rand-McNally map. Very likely it followed the Amargosa south to Salt Creek, where it joined the Salt Lake Road, travelling south to Kingston Wash and to Ivanpah by way of Coyote Holes or Springs (cf. Piute Company prospectus, p. 14; Wheeler Report, 1872, Appendix A, Report of Lt. Lockwood). Cf. p. II-40 below.

136. Coyote Holes

137. McFarland's or McFarlane's Mine, on

138. Clark Peak

139. Ivanpah

Ivanpah was also served by the Old Salt Lake Road previously described. Less important wagon roads united the camp with ranches to the north, in Nevada. These roads entered the area via Ivanpah and Roach Dry Lakes and Mesquite Valley. Many locally travelled roads connected this route to springs and ranches which were important sources of supply for early travellers. (Spurr map)

Additionally, these wagon roads were used to connect the silver mines at Potosi, Nevada, with California. Two stage lines operated briefly over this route in the spring of 1861. (Los Angeles Star, April-June 1861). The mines were abandoned as a result of the Civil War and the consequent deactivation of the military forts in the west (Los Angeles Star, June, 1861).

#### N. Ivanpah-Providence Road

In Rossiter, 1872, p. 169, the mines were connected to California via the Old Salt Lake Route. A new road was "under construction" to connect Potosi with the Colorado River, crossing the "Opal Mountains" (McCullough Range) to the Colorado River. The road would follow the river to Fort Yuma. This road is entirely in Nevada, but connects with a trail following the Colorado which Wheeler reported upon in his 1871 exploration from the El Dorado Canyon area to the Virgin River. Ores from this area apparently were

hauled to Cottonwood Island for transshipping by steamer (Piute Company prospectus, p. 15).

Early maps of the period (GLO Survey, 1885) show wagon roads meeting at Ivanpah from several directions. Cottonwood Island was reached via El Dorado Canyon. Wagons from Ivanpah could join the "Opal" Mountain road by crossing Ivanpah Dry Lake, or head more directly toward the canyon via a road leading southeast to connect with the Old Government Road near Piute Springs (see above, Government Road section). In the late 1870's then, a road did connect with the north and south routes across the California desert.

Maps: Bancroft 1863, 1868  
Farley  
GLO: 7 N 14 W, 9 N 13 W, SBBM  
16 N 14 E, 16 N 15 E, 17 N 14 E,  
17 N 15 E  
Haase, pl. 20  
Manly 1849 in Wheat II, app. p. 106  
Rand-McNally  
Spurr  
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Part II: A. Exploring and Scientific,  
B. Geographic, Geological, C. Military,  
D. Railroad, and E. Wagon Road Surveys

by

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NARRATIVE

Pt. II. Military, Scientific, Railroad, Boundary, Geographic and Wagon Road Surveys, 1776-1880, and

Pt. III. Unofficial Forays by Unaffiliated Individuals.

The military and scientific expeditions which explored the desert region of California were part of the larger American effort adequately to explore, survey, and map the western territories. This task mainly fell to the U. S. Corps of Topographical Engineers which had been formed in 1813. From 1813 to 1838 it was a branch of the Corps of Engineers, then separated from it. In 1863 it was again consolidated with the Engineers. This unique organization, a crack outfit, was composed of the highest-standing members of each graduating class at West Point. It became a military brain trust whose primary task became the exploring, surveying, and mapping of the great expanses of the vast new western territories. Its roster of members became a list of distinguished persons of the time.

The Topographical Engineers by the 1840's were no longer mapping and surveying just the vast confines of the Louisiana Purchase from France, but had already begun gathering information in the loosely held Mexican provinces of California and New Mexico. John C. Fremont, then an officer in the Topographical Corps led a counter-clockwise expedition in 1843-1844 which explored the region later designated California, Oregon, and Nevada. While the war with Mexico was still raging, Colonel Stephen W. Kearney's Army of the West captured New Mexico and went on to California, accompanied by Major William H. Emory of the Topographical Corps who was already busy with significant scientific observations. After the war ended with the cession of California and New Mexico to the United States, the Topographical Corps and civilian employees were given the task together with a Mexican scientific contingent of mapping and surveying the new border between the two countries. Much scientific data was collected about this relatively unknown country, even though the Mexican boundary itself was shifted after the Gadsden Purchase in the Arizona-New Mexico area.

Starting in 1853-1854 the Topographical Corps was charged by Congress with making several railroad surveys from the Mississippi River to the Pacific so that the relative advantages of the various routes might be known. However, although the Topographical Corps favored the most southern path because it was an all-weather route and most easily secured against hostile Indians, politics precluded a choice before the Civil War. The North favored a more northerly route for mercantile and political reasons, regardless of the scientific arguments. No decision was made until 1862, when with the South absent from Congress during the Civil War, the North-dominated body chose a northern route which was not exactly any of routes surveyed. Yet the Pacific Surveys were not wasted



effort and gathered a great deal of scientific data. All explorations and scientific surveys under United States sponsorship halted during the Civil War to resume in the late 1860's. Construction of the railroad also was delayed and the tracks finally opened in the 1880's.

In the 1860's the State of California did launch an effort to survey and scientifically study its large area. While the effort was supposed to be largely scientific, the California Legislature which appropriated the money hoped to uncover additional treasure troves of metals and minerals. Josiah Dwight Whitney, a leading eastern scientist assumed leadership of the California Survey as state geologist. Under his leadership, 1860-1874, many scientific surveys were made of the areas of the California desert. He trained as a member of his survey, Clarence King, who took a leading role in the post-Civil War federal surveys west of the 100th meridian. The California legislators did not consider the California survey a success and cut off its funds after 1874 since it had uncovered no mountains of gold and silver. Yet it performed notable scientific services with its mapping and surveying of the Golden State.

During the Mexican period, 1822-48, the desert was bridged by explorers, emigrants and government couriers. As early as 1829 the Mojave desert area began to be used as a bridge to coastal California. At that time Antonio Armijo began the California-New Mexico trade over a variant of what would become known as the Old Spanish Trail. In 1831 William Wolfskill and George C. Yount were the first emigrants to travel over the entire Spanish Trail from New Mexico to California. In 1841 William Workman and John Rowland of New Mexico were the first to lead an emigrant train to California over the Old Spanish Trail. Fur trappers entered California via both the Old Spanish Trail and the Yuma Trail and government couriers made increasingly frequent trips between the centers of government in California, Mexico, and New Mexico.

With the California gold rush in 1849 thousands of gold seekers came over the Old Spanish Trail and more especially the Yuma Trail. These emigrants, some of the most famous '49ers, included the Death Valley party, which consisted of the Brier, Arcane Acorde, Wade and Bennett groups. These groups' most famous trials occurred in the Death Valley region, yet somehow almost all their members managed to extricate themselves and reach the Los Angeles area. Many of the parties used Fremont's Report of his 1844 journey across the Mohave Desert. Travellers across the Yuma Route had no such account to follow, but were aided by U.S. Military escorts and temporary camps established at important water holes along the trail.

Even after the flow of gold seekers to California slackened, other travelers took their places. In 1851 the Mormons established a colony at San Bernardino. Until the Mormons were recalled by Brigham Young in 1857, there was a great deal of traffic over a segment of the Old Spanish Trail between Utah and San Bernardino. After the departure of the Mormons in 1857 this segment of the Old Spanish Trail (by then known as the Mormon Trail) attracted cross-country travelers between the coastal California area and Utah.

Mineral exploration of this area was largely delayed until after 1880, although the impressive mines at the Cerro Gordo and along the east slopes of the Sierras near Lone Pine accounted for a flurry of activity in the 1860's and '70's. Ivanpah and the Colorado River finds in Arizona, eastern California and southern Nevada all stimulated wagon traffic across the desert. Much of the vast desert expanse was not penetrated or prospected until after the laying of rail tracks between Yuma and Tehachapi Pass which provided more feasible jumping off points for remoter desert regions.

The Mojave and Colorado deserts served as bridges to coastal California for stage lines and mail routes during the 1850's, 1860's, and 1870's. Railroads were completed through the area only after the close of our study period. After 1900, automobiles became important and a unique plank road was built across the California desert from San Diego to Yuma.

After the Civil War-caused interruption, the United States government resumed its "great reconnaissance" of the West. Eventually four surveys were authorized--two under the Department of the Interior, the Geological and Geographical Survey of the Rocky Mountain Regions, the Geological and Geographical Survey of the Territories, and two under the aegis of the Army under the rubric, Geographical Surveys west of the 100th meridian. These four expeditions were led by Clarence King, an alumnus of the California State Survey (1867-1878) and by Lt. George M. Wheeler (1869-1878) for the War Department, and by Dr. Ferdinand V. Hayden (1867-1868) and by Major John Wesley Powell (1869-1878) for the Interior Department. The only one of these four which actually operated in the area of our study for this report was that of Wheeler whose trips and explorations have been duly noted. In 1874 a dispute arose in Congress concerning the advisability of allowing four competing and even overlapping surveys. As a result, eventually in 1879 the four existing surveys were discontinued and the United States Geological Survey was constituted as a permanent bureau to classify public lands and examine "geological structures, mineral resources, and products of the national domain" just at about the time our study of the California desert concludes.

The Wheeler explorations yielded thick volumes of reports and detailed maps of the area of study. The Wheeler studies filled in most of the scientific gaps in information which existed at the commencement of his activities.

A. Exploring and Scientific Expeditions

1. Name: J. G. Cooper M.D. and Zoologist and supporting party.

Date: Winter of 1860-1861

Purpose: To study the flora and fauna of Mojave Desert.

Route: Cooper crossed from Los Angeles area to the Colorado River by way of the Mojave.

Source:

Whitney, J. D., State Geologist, Geological Survey of California, Geology, vol. I: Report of Progress and Synopsis of the Field Work from 1860-1864, California Legislature, Philadelphia, Caxton Press of Sherman & Co., 1865, pp. 463-469.

2. Name: John C. Fremont's second and third western expeditions

Dates: March to May 1844

Purpose: To conduct a topographical reconnaissance of the California and Great Basin areas.

Route: The party left Sutter's Fort and headed south down the San Joaquin Valley through the Tehachapi Pass and southwestward until they hit the Spanish Trail. They followed a variant of it through the Mojave Desert and then over to Las Vegas, Nevada.

Location and Description of Sources:

Fremont, John Charles, Report of the Exploring Expedition to the Rocky Mountains in the years 1841, 1842, and to Oregon and North California in the years 1843-1844, Buffalo, New York, Derby Co., 1851. A printed source written in a gushing style so that historians have suspected that Fremont's wife, Jesse, actually wrote it.

Fremont, John Charles, Geographical Memoirs upon Upper California in Illustration of the Map of Oregon and California, 1848, in 30th Cong. 1 Sess., Senate Miscellaneous Documents, 148. This printed source is less gushy and less informative.

Fremont, John Charles, Memoirs of My Life, Chicago, Belford, Clarke and Co., 1887. A printed source which is relevant for this study in its first volume.

Jackson, Donald and Mary Lee Spence, The Expeditions of John Charles Fremont, 2 vol. and portfolio, Urbana, University of Illinois Press, 1970. Map portfolio contains a 16 page commentary by D. Jackson and 5 maps.

Preuss, Charles, Exploring with Fremont, Erwin G. and Elisabeth K. Gudde, eds., Norman, Oklahoma, Oklahoma University Press, 1958. This is the printed version, but the original Mss of the Preuss Diaries are in the Library of Congress.



### 3. Fremont's fourth expedition

Date: August, 1845, to December, 1845.

Purpose: To survey railroad route across mid-Rockies

Route: Left Bent's Fort, to Sierras via Salt Lake, first over Hastings Cut-off, Humboldt River and Central Nevada to Walker Lake. Divided party; one group under Kern travelled south to Owens Valley and into San Joaquin Valley via Walker's Pass. Fremont himself headed north to cross Sierras north of his 1844 route.

### 4. Fremont's Fifth expedition

Date: 1848

Route: Left Westport on Missouri River to Bent's Fort, to Rockies. Led by mountain man Old Bill Williams, accompanied by Alexis Godey, party missed relatively easy Cochetopa Pass and took higher and more difficult route which led to disaster. Eleven of the party died; survivors were charged with cannibalism. Expedition fell apart, three groups finally straggling into Taos. Fremont re-grouped and set out from Santa Fe for Sierras via Gila River. Abandoned plans when informed of gold in California, travelled to Los Angeles and took ship to San Francisco to rejoin wife who had preceded him there.

5. Name: Party of Dr. A. Kellogg, botanist with W. Sims and John Muir, naturalists.

Date: Fall of 1873.

Purpose: The scientists studied the ancient glacial system of the mountains.

Route: They entered Owens Valley from Onion Valley and Kearsage Pass; on the way they climbed Mt. Tyndall, Mt. Whitney, and Mt. Humphreys as well as lesser mountains. Muir found 40 living glaciers in the range opposite Owens River Valley.

Sources:

Inyo Independent, October 25, 1873.

Bade, W. F., ed., The Life and Letters of John Muir, Boston, Houghton, Mifflin Co., 1924.

Wolfe, Linnie Marsh, Son of the Wilderness, The Life of John Muir, New York, Alfred A. Knopf, Inc., 1945.



6. Name: Clarence King and James Gardner and A Detachment of Cavalry.

Date: December 1865 and January 1866.

Purpose: To study scientifically the Mojave Desert

Route: Scientists Clarence King and James Gardner with a Cavalry detachment left Los Angeles for San Gabriel Mission and then went on to Cajon Pass and down to the bed of the Mojave River. They followed the river until it disappeared in the sand. The party went on to Fort Mojave on the Colorado by way of Mohave Road.

Sources:

Los Angeles Semi-Weekly News, December 29, 1865.

The King itinerary is in notebooks D-5 and D-6 of the Clarence King papers, Henry E. Huntington, Jr., Library, San Marino, California. In all, about 250 items, including King's personal papers and other items assembled by Jo Hayne in connection with Clarence King memoirs, are included here.

7. Name: Professor J. D. Whitney, California State Geologist, and several colleagues.

Date: May-June 1872.

Purpose: To scientifically study the effects of the March 26, 1872, earthquake.

Route: Whitney and his party came in over Walton's Pass from Visalia. Then they moved northward through Owens Valley. They arrived at Lone Pine on May 16, 1872, and found it a pile of rubble. They explored from Olancho to Big Pine, a distance of 70 miles. The party spent May and June of 1872 in the Owens Valley area.

Source:

See San Francisco Bulletin, April 17, 1872.

See also the issues of the Inyo Independent for June, 1872, most particularly June 29, 1872.

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William Dwight Whitney and Josiah Dwight Whitney Family Papers, Yale University Library. There are 35,000 items, the major part of which are William Dwight Whitney Papers. There is ample correspondence of Josiah Dwight Whitney on his systematic investigation and exploration of the west. There is an unpublished register of these papers available at Yale.

## MAPS

Fremont, Captain J. C., Map of an exploring expedition to the Rocky Mountains in the year 1842, Oregon and North California in the years 1843-44, Washington, D. C., 1844. On file at the Nevada Historical Society, Reno

Preuss, Charles, Map of Oregon and Upper California for the Surveys of John Charles Fremont and other authorities, Washington, D. C., 1843. On file at the Nevada Historical Society, Reno.

Wheat, C. I., Mapping the Transmissippi West, Vol. I and II, San Francisco, The Institute of Historical Cartography, 1953.

The following description of the explorations of Gustave Eisen and Malcolm J. Rogers are included herein at the special request of the Assistant Director of the Desert Planning Unit, Mr. Wes Chambers. These two expeditions occurred outside the time frame of the project, which was to include work to 1880. The information is not included on the map so as not to confuse users who otherwise will find data only up to 1880.

## 8. Eisen (1898)

Gustave Eisen was a cosmopolitan, world-travelling, many-sided scientist who was drawn in the spring of 1898 to a study of ancient civilizations and turquoise mining in a far corner of San Bernardino County.

He was born in Stockholm, Sweden, on August 2, 1847. He came to America in October, 1872, after taking a Ph.D. degree at Upsala University earlier that same year. He apparently headed straight for California, settling in Fresno, then a pioneer community. There he became interested in horticulture. By pamphleteering and by lectures, he urged the introduction into California of the Symrna fig and the avocado. He joined the California Academy of Sciences in 1874, serving as curator from 1892 to 1900. Eisen helped create the Sequoia National Park. As a result Mount Eisen, elevation 12,000 feet, was named in his honor. He led academy expeditions to Baja California in 1892, 1893, and 1894. In these years Eisen's interests broadened to include geology, archaeology and helminthology.

Therefore, when in March of 1898 the San Francisco Call as a circulation stunt decided to send an expedition into the deserts of San Bernardino County to verify the prospectors' tales of long-lost Aztec turquoise mines, the newspaper asked Dr. Eisen as perhaps California's leading scientist to accompany its expedition. In early March, 1898, the Call's party left for the desert.

The Call's expedition began in comfortable luxury aboard a Santa Fe train which it rode to Blake, a small station twenty-five miles west of Needles. From Blake a spur line led to Manvel, a supply point in the eastern California mountains. It had taken 44 hours to get that far from San Francisco. From there the group proceeded by wagon and team over a rough trail of 60 miles to the site of the rumored mines, under the guidance of veteran desert traveler J. W. Stine.

When the expedition reached the mines in northeastern San Bernardino county, it found them in the center of an extinct volcanic crater. This spot was "almost" where Arizona, California and Nevada met just west of the Colorado River. The principal turquoise mines in the area were fifteen miles long by three or four miles wide. Delighted with the find, Eisen argued that he believed a Piute legend that some Mayans had taught the Mojaves to mine. Then out of jealousy, the Piutes had killed most of the Mohaves and had driven out the rest. Tools were still scattered around and "mysterious" rock



inscriptions abounded in the area. After his return to San Francisco in the middle of March, Eisen called it a most important find and asked for scientific study of the area. Yet Eisen's discovery was soon pushed off the pages of the Call and the consciousness of its readers by the impending Spanish-American War. Malcolm J. Rogers later visited and mapped the site.

Eisen, himself, although he did not return to the San Bernardino desert, went on to enjoy a distinguished career as a scientist writing 110 books and papers. He became interested in early Christian archaeology and ancient glass. He travelled to places such as Italy, Spain, Algiers, Morocco, Tunis, and Egypt. He died a very old and honored scientist on October 29, 1940.

Sources:

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Murdock, Joseph and Robert W. Webb, Minerals of California, California Division of Mines Bulletin 136, June, 1948, pp. 13-16.

New York Times, October 30, 1940, page 23, column 1.

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Who's Who in America, 1938-1939, p. 823.

## 9. Rogers (20th Century)

Malcolm J. Rogers was a distinguished anthropologist and archaeologist who studied the California deserts and surrounding geographic areas. He accomplished the great scientific feats despite the fact that he did not complete college and actually began his active scientific years as a mining geologist.

He was born September 7, 1890, in Fulton, New York. He was both the son and grandson of inventors. He attended Syracuse University and became a mining geologist in the Pacific Northwest prior to World War I. After America entered the War he served in the Marine Corps until 1919. Upon his discharge from the service he became a citrus farmer in Escondido. As an avocation he began archaeological surveys over the desert and coastal regions. He pioneered study in territory untouched by professional archaeologists or collectors. His study required the patient tracing of miles of Indian trails and the examination of thousands of sites as well as extensive study of geological and climatological material.

After compiling a notable record of achievement as an unaffiliated amateur he was appointed field archaeologist of the San Diego Museum of Man in 1928, and for the next seventeen years until ill health caused his premature retirement in 1945, he painstakingly studied the greater Southern California area. Between 1942 and 1945 his efforts were understandably hampered by the demands of the war effort of World War II.

Retiring from museum work, but not from field research, he divided his time between Hipass, California, and Scottsdale, Arizona. By 1958 his health improved, and he began preparing his many field notebooks for publication. His career ended prematurely with his death in a 1960 jeep accident.

Between 1920 and 1939 Malcolm J. Rogers investigated the following sites while studying the early Lithic industries of the lower basin of the Colorado River.

Site SDM-M-78. Located on the 100 foot terrace of the Colorado about a mile west of the Topock Ridge and thus located on the California side of the Colorado River.

Site SDM-M-118. Located 4½ miles south of Shoshone in Inyo County, on the west bank of the Amargosa River in T. 32 S. R. 7 E.

Site SDM-M-56. Located on a rocky mesa 2 miles southwest of King, a station on the Union Pacific in T 11 N. R. 7 E.. San Bernardino County.

Site SDM-M-58. Located on a stony ridge which connects Crucero Mountain with the Mesquite Hills in T. 11 N. R. 8 E., San Bernardino County.

Site SDM-M-58A. Located one mile east of SDM-M-58 on an alluvial fan which slopes gently to the south of the Mojave Sink.

Site SDM-M-100. Located on a series of low hills three miles west of Manix Station on the Union Pacific RR in T. 10 N. R. 3 E. in San Bernardino County.

Site SDM-C-166. Located at the south end of Split Mountain on the east side of Fish Creek Wash in T. 14 S R. 9 E., Imperial County.

Site SDM-C-70. Located on a stony tableland 3 miles north of the Cargo Muchacho Mountains in T. 14 S. R. 20 E. in Imperial County.

Site SDM-C-64. Located in T. 5 S. R. 23 E. of Riverside County at the base of the Maria Mountains on the one hundred foot terrace land of the Colorado River.

Site SDM-C-57. Located in T. 5 S. R. 23 E. of Riverside County at the base of the Maria Mountains on the 100 foot terrace of the Colorado River.

Site SDM-C-63. Located in an important ceremonial area which exists between SDM-C-64 and SDM-C-57 in T. 4 S. R. 23 E. of Riverside County.

Site SDM-C-41 located in S. 7 T. 11 S. R. 22 E. of Imperial County on a 25 to 50 foot length of terrace along the Colorado River.

Site SDM-C-117 located in Sec 34 T. 9 S. R. 9 E. of Imperial County, just back of the Blake Sea Terrace among a group of Malpais house sites.

In December, 1929, Rogers headed a San Diego Museum expedition into Baja California. In April of 1930 he conducted an archaeological survey of the desert region on the west bank of the Colorado River in Imperial County. In October and November, 1930, Rogers headed field expeditions to the Mojave Desert. There he discovered the location of ancient turquoise mines with many tools and much pottery. In February and March, 1939, the San Diego Museum under Rogers intermittently carried out archaeological survey work in the eastern half of the Colorado

Desert. He discovered a dry lake which had once supported a large fishing community between 500 - 1500 A.D. In 1931, the financial effects of the depression hampered Rogers' field work, yet he also made several short trips into the Mojave Desert. In May 1932 Rogers excavated several caves in the Mojave Desert, finding stone implements, bone tools and potsherds. In spring 1932 there was no budget for field work so Rogers paid his own expenses. In fall 1932 he led field trips into the Colorado Desert. Here he traced an old Indian trade route from southern Arizona to the Pacific Coast and discovered several votive shrines erected along it by travelers. In April 1933 Rogers led a field trip to excavate Indian Trail shrines in the Black Hills of eastern Imperial County. In spring 1934, with better financial times, the Museum sent two parties into the lower basin of the Colorado River on the California side of the stream. In the fall of 1934 Rogers excavated a cremation cemetery in eastern San Diego County. In 1936 Rogers spent three weeks with an expedition in the northern section of the Mojave Desert region completing his investigation of the earliest aborigines of California. Late in 1936 Rogers conducted field work in the Amargosa Basin and San Diego County. In the fall of 1937 Rogers led several expeditions into the Chocolate Mountains in California just north of Yuma along the old trade trails. In 1938 Rogers studied the area 5 miles from the mouth of San Dieguito River. In October and November 1939 Rogers led three short trips into the Chocolate Mountains of the eastern Imperial Valley. During World War II Rogers became Acting Director of the San Diego Museum of Man. He reported early in 1945 that because of wartime conditions he had been able to direct only excavations made by the army at Camp Callam.

#### Sources:

See attached letter from the San Diego Museum of Man for further study of Malcolm Rogers' field books and site scenes which comprise 1 file drawer.

Ezell, Paul H. "Malcolm Jennings Rogers" in American Antiquity, XXVI No. 4, April, 1961, pp 532-533.

Hayden, Julian D, "Obituary of Malcolm Jennings Rogers," American Anthropologist, LXIII, No. 6, December 196 , pp 1322-1323.

Rogers, Malcolm J., "Early Lithic Industries of the Lower Basin of the Colorado River and Adjacent Desert Areas," San Diego Museum Papers, No. 3, May, 1939, pp. 10-15; San Diego Museum Bulletin, 1928-1943.



# SAN DIEGO MUSEUM OF MAN

*An educational, non-profit corporation founded in 1915, collecting for posterity and displaying the life and history of man.*

II-14

21 September 1977

Mr. Ralph J. Roske  
Department of History  
University of Nevada, Las Vegas  
4505 Maryland Parkway  
Las Vegas, Nevada 89154

Dear Mr. Roske:

Thank you for your letter inquiring about the collections and notes of Malcolm J. Rogers on file here, and about our policies regarding access to collections.

With regard to the California deserts, our files consist of archaeological site records, surface and excavated collections, and associated field notes and journals for archaeological sites in the Mojave (173 sites filed by Rogers, 18 by later investigators) and Colorado (186 sites filed by Rogers, 301 by later investigators) Deserts. In addition, there are files of miscellaneous notes and manuscripts relating to these sites. There are supporting photographic files, and map location information is available for recorded sites, although the desert sites are not as accurately mapped as we sometimes desire, due to a lack of recent fieldwork using up to date maps.

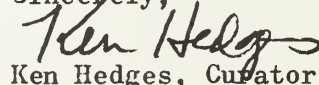
The collections and associated data are available to qualified researchers upon administrative approval of a formal request outlining the nature of the materials desired and of the project for which they are to be consulted. For contract archaeology projects, the Museum charges a use fee to cover staff time involved in making records and collections available. The fee scale established by the Museum administration specifies a charge of \$15 minimum covering the first 20 minutes of staff time, \$35 for the first hour or part over 20 minutes, and \$15 per half hour thereafter. This fee is assessed on staff time required to make the collections available to the researcher, not on the total time spent here. For normal research projects, the fee usually does not run over \$35 to \$50, but I am unable to estimate the cost of a major project on the work of Malcolm Rogers in the California deserts. In addition, photocopying is available at 10 cents per page; if this is desired, it should be mentioned in the original request.

In cases of scholarly or academic research in which a contract archaeology project is not involved, no service fee is levied. In all cases, the Museum requires acknowledgement of data obtained here, and requests a copy of the finished report.

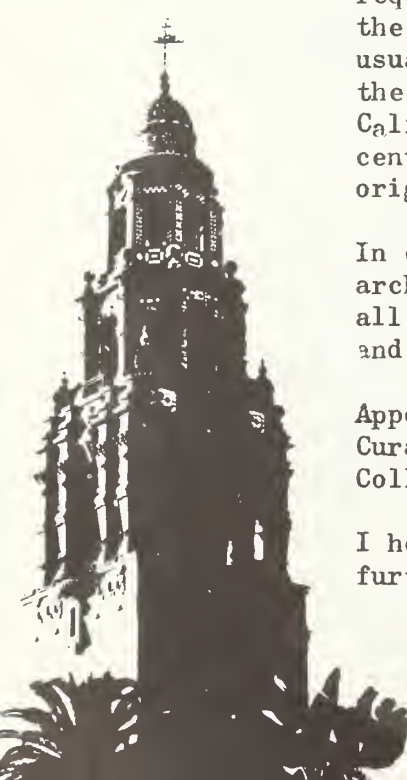
Appointments to use the collections may be made directly with the Curatorial Department following approval of the project by the Director. Collections are available for use only on Mondays and Tuesdays.

I hope this letter answers all of your questions. If you need further information, please do not hesitate to contact us.

Sincerely,



Ken Hedges, Curator





B. Geographic Surveys, including boundaries, Colorado River Surveys, Geological Surveys

1. Mexican Boundary

Name: The Mexican Boundary Survey which included Lt. William H. Emory, Lt. Amiel Weeks Whipple and John Russell Bartlett.

Dates with interruptions from June 1849 to October 1853.

Purpose: To fix the international boundary between the U.S. and Mexico while also studying the vast unmapped border area.

Route: Between June 1849 to July 1850 the border was mapped from San Diego to Gila boundary. After November 1850 the eastern boundary was mapped to the Gila from El Paso. Bartlett, at the end of May, 1852, left San Diego by way of Fort Yuma. Then he went by way of Tucson to El Paso which he reached on October 22, 1852.

Location and Description of Sources:

Bartlett, John Russell, Personal Narrative of Explorations and Incidents in Texas, New Mexico, California, Sonora and Chihuahua, Connected with the United States and Mexican Boundary Commission during the Years 1850, 1851, 1852 and 1853, 2 vols., New York and London, D. Appleton & Co., 1854. This printed source gives much valuable information about the countryside as well as the survey itself.

Bartlett, John Russell, MSS in John Carter Brown Library, Brown University Library, Providence, Rhode Island. These papers contain much material on all aspects of the Mexican Border Commission. They include a complete series of letterbooks, a manuscript journal kept by Bartlett on his career as boundary commissioner, a scrapbook of contemporary newspaper clippings concerning the border survey activities, and most importantly a manuscript autobiography of Bartlett.

Emory, William H., MSS in the Western Americana Collection, Beinecke Rare Book and Manuscript Library, Yale University Library. In Series I which consists of five feet (12 boxes), there are two letter books for 1848-1849, one for incoming and one for outgoing correspondence. Then there are six letterbooks for the period from the fall of 1851 to August, 1854. These volumes contain both incoming and outgoing correspondence copied into the books as the letters

were written or received so they are not in strict chronological order. Originally there were seven volumes but volume five is missing. Folders of inbound correspondence arranged in chronological order. The bulk of the correspondence begins in 1849 and continues until April 1858. In addition to correspondence with survey party members and cabinet officers as Jefferson Davis, his correspondence often covers desert California and the Gila route. There is a great voluminous correspondence in 1852 held between Emory and the Department of War, and Interior describes Emory's efforts to keep the survey in the face of great supply shortages, Indian attacks, demanding creditors and Congressional indifference. Beginning in the winter of 1852, Emory required monthly reports from the survey party. Also in the papers is Emory's correspondence with his Mexican counterpart Jose Salazar Y Larregui. There are also calculations, notes and maps of the survey in Emory's Collection.

Whipple, Amiel Weeks, MSS, Research Library, Oklahoma Historical Society, Oklahoma City, Oklahoma. First, there are three notebooks of Whipples' all covering the Mexican border survey period. There are seven contemporary maps in the collection. In addition there are fourteen manuscripts, of which the most important is the report entitled, "The United States and Mexican Boundary."

Report of the Secretary of the Interior Made in Compliance with A Resolution of the Senate Calling for Information in Relation to the Commission Appointed to Run and Mark the Boundary Between the United States and Mexico (1852) 32nd Cong., 1st Sess., Senate Executive Document, 119.

Report on the United States and Mexican Boundary Survey, 3 vols. in 2, Washington, Government Printing Office, 1857. This printed source is the official report of the commission.

For an account of the work of the Boundary Survey from Mexican sources see:

Carreno, Alberto Maria, Mexico y Los Estados Unidos de America, ... 1913, Mexico, 1922, 271-273.

Garcia y Cubos, A., Atlas Geographico estadistico y historico de la Republica Mexicana..., Mexico 1858.

Disturnell, J. (1801-1877), Part of the Map of Mexico Prepared by J. Disturnell and published in New York in 1847. Located in Los Angeles Public Library.

## 2. Colorado River Surveys

- a. Name: Lieutenant George Horatio Derby and an assistant plus a supporting crew from the Invincible.

Date: December 24, 1850 - January, 1851.

Purpose: To ascertain if Fort Yuma could be supplied by sea and the exploration of the Colorado River.

Route: Ives arrived off the Colorado in the U.S. transport, Invincible, on December 24, 1850. The vessels drew too much water to go up the Colorado River so Derby ascended the Colorado in his long boat. His reconnaissance ended when twenty-seven miles above his vessel he met Major Samuel Peter Heintzelman of Fort Yuma and five men coming down in a light boat. Since Heintzelman had already surveyed the Colorado as he had come down to meet Derby, Derby did not go further up the river. Returning to the Invincible he sailed away.

## Source:

Derby, Lt. George H., Report of the Expedition of the United States transport "Invincible"...to the Gulf of California and River Colorado... 1850 and 1851, (1852) 32nd Cong., 1st Sess., Senate Executive Document No. 81, pp. 28. 1 map.

See Major S. P. Heintzelman's letter about his trip down river in the San Francisco Daily Herald, October 22, 1857.

b. Name: Lt. Joseph Christmas Ives and small party including Dr. John Stone Newberry, physician and naturalist, and Baldwin Möllhausen, personal representative of famous scientist Count Von Humboldt.

Dates: November 29, 1857 to May 23, 1858.

Purpose: To see how far and to what extent the Colorado River was navigable by steamboat.

Route: An ocean going vessel arrived with the prefabricated river boat at the mouth of the Colorado in Mexico at the end of November. The iron-hulled, shallow-draft, stern-wheeled craft was assembled by December 30. It was approximately 50 feet long, 14 feet at the widest point, and 3½ feet in draft. On the last day of 1857 this boat, christened The Explorer, started up the river. Ives found the river low. Impatiently, he left the boat fifty miles below Fort Yuma and pressed on to the fortification with a small party on January 7, 1858. The Explorer arrived two days later having found its way up the river to Fort Yuma despite the low water. On January 11, 1858 Ives' boat started up the river from Yuma. The Explorer steamed past Purple Hill Pass, Canebrake Canyon, and the Red Gates of the Chocolate Mountains. Then the vessel headed up the Colorado Valley and up to Monument Mountain. The vessel passed Bill Williams Fork which Ives did not recognize. Indian runners kept Ives in touch with Fort Yuma. Above Needles Ives' craft entered Mojave Canyon. There the exploring party encountered the Mojave Indian Villages. Then the expedition steamed upriver past Cottonwood Valley. At the head of this valley was Black Canyon, the first gigantic Valley of the Colorado. When The Explorer entered the Black Canyon it struck a sunken rock. Ives reluctantly decided that he had reached the head of navigation on the river. Ives' party made camp awaiting the arrival of a supply party coming by land from Yuma under the command of Lieutenant John Tipton. While they were waiting, Ives, and two comrades paddled a skiff up Black Canyon, reaching Las Vegas Wash. Upon the arrival of Lieutenant Tipton, Ives split his command. He sent half of his men back by the steamer, but he himself with the remainder including the principal scientists and twenty soldiers set off eastward to find a connection with the Mormon's Trail. Ives' group moved eastward parallel to Beale's Wagon road.



Eventually, by way of the Grand Canyon, they reached the Little Colorado and by May 23, 1858, Ives' group reached Fort Defiance, New Mexico.

Sources:

Ives, Joseph C., Report upon the Colorado River of the West, Explored in 1857 and 1858, 36th Cong., 1st sess., House Executive Document (1861). There were five parts to this report separately paginated, as well as appendices. The total pages numbered 368. A topographical map of the area of the Colorado. Ives wrote his report with a sly sense of humor, different from other official reports.

There are two copies of a manuscript bound volume by Ives entitled "Exploration and Survey of Colorado River, 1857-1858" in the old Army section Record Group 77 in the National Archives in Washington, D.C.

c. Name: George Alonzo Johnson expedition (civilian) with an Army escort of Lt. James L. White and his 15 soldiers from the Fort Yuma garrison.

Dates: December 31, 1857 - January 30, 1858.

Purpose: To discover the head of navigation on the Colorado River.

Route: By the middle of January they had gone nearly 200 miles from Yuma and some 34 miles above Needles to Cottonwood Valley. The General Jessup steamed to near Beale's Landing, some 25 miles below Cottonwood Canyon. There Johnson on January 23, 1858, met the party of Edward F. Beale traveling east from Fort Tejon over his recently surveyed wagon road. Johnson in his vessel ferried some of Beale's men and baggage across the Colorado River. Leaving from the rendezvous with Beale Johnson sailed the General Jessup almost to Yuma where the vessel hit a rock and sank.

Sources:

White, Lt. J.L., MSS, "Report upon the Colorado River," dated January 30, 1858. Filed in letters received file of Bureau of Explorations and Surveys Record Group 48, Department of Interior Records, National Archives, Washington, D. C.

See also White's report as reprinted in Feud on the Colorado by Arthur Woodward, Los Angeles, Western Lore Press, 1955, pp. 97-104.

See Johnson's account in "The Steamer General Jessup," Quarterly of the Society of California Pioneers, IX, June, 1932.

See also Uncle Sam's Camels, the Journal of May Humphrey Stacey, supplemented by the Report of Edward Fitzgerald Beale (1857-1858), Lewis Burt Lesley, ed., Cambridge, Harvard University Press, 1929.

- d. Name: Captain Lorenzo Sitgreaves who had as his assistant, Lt. John G. Parke. Dr. S. W. Woodhouse served both as surgeon and naturalist, R. H. Kern was the draftsman with Antoine Leroux as guide. Fifty infantrymen served as an escort.

Dates: September, 1851 to November, 1851.

Purpose: To survey a route along with a study of archaeology and ethnology of the countryside and peoples.

Route: From Albuquerque the party marched westward along the Zuni and Little Colorado across Arizona to the Mohave settlements on the Colorado. The expedition turned southward on the Arizona side of the Colorado to Fort Yuma on the California side of the river.

Sources:

Sitgreaves, Captain Lorenzo, Report of an Expedition down to the Zuni and Colorado River, (1853) in 32nd. Cong., 2nd sess., Senate Executive Document 59.

Woodhouse, Samuel Washington, MSS in Library of the Academy of Natural Sciences, Philadelphia, Pa. Most of this collection is irrelevant to this expedition but four small notebooks cover the time span of this exploring trip.

### 3. California/Nevada Boundary Surveys

a. Name: Survey of Nevada-California boundary of 1863,  
Butler Ives, J. F. Houghton and J. F. Kidder.

Date: April, 1863 to Fall, 1863

Purpose: To determine the oblique state boundary of  
Nevada and California.

Route: Surveyed the boundary line from Lake Tahoe  
to the Mount Diablo base line running through  
eastern California and Esmeralda County,  
Nevada.

Source:

U. S. Treasury Department, Report of the Superintendent  
of the Coast and Geodetic Survey showing the progress  
of the work from July 1, 1899 to June 30, 1900,  
Washington, Government Printing Office, 1901,  
Appendix No. 3, the Oblique Boundary Line Between  
California and Nevada, 267-268.

b. Name: James S. Lawson Survey of 1865

Date: May 1, 1865 to June 1, 1865.

Purpose: To run the California-Nevada oblique Boundary Line from the point of stopping in 1863 at the Mt. Diablo Base Line in Esmeralda County, Nevada, for an additional 70 miles to the southeast.

Route: From the Mt. Diablo Base Line in eastern California and Esmeralda County in Nevada an additional 70 miles to the southeast.

Source:

U. S. Treasury Department, Report of the Superintendent of The Coast and Geodetic Surveys, June 30, 1900, Washington, Government Printing Office, 1901, Appendix No. 3, The Oblique Boundary Line Between California and Nevada, p. 270.



c. Name: Dr. J. R. N. Owen and his party of 15 - The Nevada-California Border Survey Party of 1861.

Date: January, 1861 to March, 1861.

Purpose: To survey the Nevada-California border from the Colorado River to Lake Tahoe.

Route: This party had come by ship from San Francisco to San Pedro. The group left San Gabriel Mission January 12 by way of Cajon Pass and the river bed of Mojave River and following the Old Government Road across the Mojave Desert to Fort Mojave. Then on February 13, 1861, it left Fort Mojave. It tarried at Mount Potosi in Nevada and then journeyed over the Old Spanish Trail. Stops at Stump Spring in great Amargosa Desert. Then they passed the Old '49er Death Valley Tracks, next they spent time at Furnace Creek and then on to Owen Lake by way of Coso Mountains. Then the party went by Walker's Pass, Visalia and eventually to Los Angeles. Lack of water forced the surveyors to give up the surveying attempt.

Sources:

See the dispatches from one of the party, possibly James Hutchings in the Sacramento Daily Union, June 25, 1861, June 29, 1861, July 9, 1861, July 13, 1861, August 7, 1861, and finally August 10, 1861.

See the report dated April 15, 1861, of Dr. J. R. N. Owen in J. D. Whitney, Geological Survey of California, Geology, Report of Progress and Synopsis of the Field Work, from 1860 to 1864, Legislature of California, Philadelphia, Caxton Press of Sherman & Co., 1865, pp. 469-479.

Farquhar, Francis P., editor, Up and Down California in 1860-1864: The Journal of William Henry Brewer, Professor of Agriculture in the Sheffield Scientific School from 1864 to 1903, Berkeley and Los Angeles, University of California Press, 1966, pp. 12, 26, 30.

d. Name: Alexis Von Schmidt Survey Party

Date: 1872-1873

Purpose: To define the difficult Nevada-California  
Oblique State Boundary.

Route: Along the Nevada-California Oblique Boundary  
from Lake Tahoe to the Colorado River.

Source:

U. S. Treasury Department, Report of the Superintendent of the Coast and Geodetic Survey Showing the Progress of the Work from July 1, 1899 to June 30, 1900, Washington, Government Printing Office, 1901, Appendix No. 3, The Oblique Boundary Line Between California and Nevada, 275-276.

## PHOTO COLLECTION

Brinley, Charles A., Arizona Geological Survey, 1866,  
on file at Bancroft Library, University of California,  
Berkeley, Photo Drawer #16895. Several photos of  
Fort Yuma area included in collection which deals  
with Arizona geological survey.

## 4. California State Geological Survey

a. Name: William H. Brewer Party of California State Geological Survey

Date: July 26, 1864 - August 2, 1864.

Purpose: Scientifically to study Owens Valley

Route: Brewer, from a camp on Middle Fork of San Joaquin River, followed a prospector's trail over King's River Pass to Owens River and Owens Valley. Brewer went on to Bend City. On July 29 Brewer started back up the valley passing the site of Camp Independence. By July 31 Brewer's party went to a point only 15 miles from Owensville. On August 2 it crossed over Mountain Summit and out of Owens Valley.

## Sources:

Brewster, Edwin Tenney, Life and Letters of Josiah Dwight Whitney, Boston and New York, Houghton Mifflin Company, 1909.

Farquhar, Francis P., Up and Down California in 1860-1864: The Journal of William H. Brewer, Professor of Agriculture in the Sheffield Scientific School from 1864 to 1903, Berkeley and Los Angeles, University of California Press, 1966, pp. 517-540.

Whitney, J. D., State Geologist, Geological Survey of California, Geology, Vol. 1: Report of Progress and Synopsis of the Field-Work from 1860-1864, Legislature of California, Philadelphia, Caxton of Sherman & Co., 1865, pp. 457-460.

## PHOTOGRAPHIC COLLECTION

D'Heureuse, R., Mojave Route, El Dorado Canon, Fort Mojave, 1863, located in Bancroft Library, University of California, Collection #16894. Collection includes about 20 photographs taken along Mojave River route to Fort Mojave. D'Heureuse accompanied Prof. William H. Brewer to Colorado Mines and Fort Mojave via Mojave River Route, February and March, 1863. Brewer was official botanist for California Geological Surveys.



b. Name: The California State Geologic Survey particularly William M. Gabb and the army-scientist Lieutenant Charles Emil Bendire (1836-1897)

Date: Summer, 1867

Route: Since the army was short of funds that fiscal year it sent Bendire and an escort to accompany this California State Geologic Survey expedition. The party left from Independence and rode across Death Valley to Resting Springs and Oasis Valley and return.

Sources:

Palmer, T.S., ed., Place Names of the Death Valley Region in California and Nevada, n.p., 1948, pp. 2, 11.

Palmer, T.S., Chronology of the Death Valley Region in California 1849-1949, Washington, Byron S. Adams, 1952.

Merrill, J.C., "In Memoriam: Charles Emil Bendire," The Oak: A Quarterly Journal of Ornithology, XV, No. 1, January, 1898, pp. 1-6.

Message of the President of the United States, and Accompanying Documents to the Two Houses of Congress at the Commencement of Second Session of Fortieth Congress, House of Representatives, Executive Document No. 1, appendix 3, Report of Brevet Lieut. Col. U.S.A., Major of Engineers to Brig. General A. A. Humphreys, Washington, Government Printing Office, 1867, pp. 505-506.

Carson (City, Nevada) Daily Appeal, November 23, 1867, p. 3, C 1.

c. Name: J. D. Whitney Party of California State  
Geological Survey

Date: December, 1860 - January, 1861.

Purpose: To map and survey the greater L. A. area.  
Survey the coastal ranges of mountains  
of Southern California.

Route: By steamer to L.A. then trips to Santa Monica  
mountains and San Gabriel. Party worked to  
the east as far as Temescal range near San  
Bernardino Mountains.

Sources:

Brewster, Edwin Tenney, Life and Letters of Josiah  
Dwight Whitney, Boston and New York, Houghton  
Mifflin Co., 1909.

Farquhar, Francis P., Up and Down California in 1860-  
1864: The Journal of William H. Brewer, Professor  
of Agriculture in the Sheffield Scientific School  
from 1864 to 1903, Berkeley and Los Angeles,  
University of California Press, 1966, pp. 11-42.

Whitney, J. D., State Geologist, Geological Survey  
of California, Geology, Vol. I: Report of Progress  
and Synopsis of Field-Work, from 1860 to 1864,  
Legislature of California, Philadelphia, Caxton  
Press of Sherman & Co., 1865, pp. 166-181.

William Dwight Whitney and Josiah Dwight Whitney  
Family Papers, Yale University Library. There  
are 35,000 items, the major part of which are  
William Dwight Whitney papers. Yet there is  
ample correspondence of Josiah Dwight Whitney  
on his systematic investigation and exploration  
of the west. There is an unpublished register  
of these papers available at Yale.

## 5. U. S. Army: Wheeler Surveys West of the 100th Meridian

a. Name: Lt. Eric Bergland leading a subdivision of Wheeler's 1875 party.

Date: June 21, 1875 - October 4, 1875.

Purpose: To make a preliminary study as to the feasibility of diverting the Colorado River for purposes of irrigation.

Route: Lt. Eric Bergland's party was organized in Los Angeles and reached Martin's Ranch at the mouth of Cajon Pass on June 29. Then it went through Cajon Pass and out across a part of the Mojave River at Lane's Upper Crossing. It then followed the river to the Point of Rocks Station and then travelled eastward to Ivanpah. From Ivanpah it went eastward to the Colorado River and Cottonwood Island. From there it went up river to Stone's Ferry at conflux of the Virgin and the Colorado River. From Stone's River they followed a road to a well leading to Sacramento Valley. It then went to Camp Mohave and later Ehrenberg. From the latter spot it went by the Old Stage Road to Chuckawalla, thence to Dos Palmas, Los Torros, Agua Caliente, Whitewater, through the San Gorgonio Pass to San Bernardino and eventually Los Angeles on October 4, 1875.

## Sources:

Report of the Secretary of War: Being Part of the Message and Documents Communicated to the Two Houses of Congress at the Beginning of the Second Session of the Forty-Fourth Congress, Volume VI Part III Appendix B to Appendix JJ. Report of Lieutenant Eric Bergland, Washington, Government Printing Office, 1876, pp. 329-333.

Report of the Secretary of War, Engineers Report, 44th Congress, 1st sess., Vol. 2 part 2, 1875-1876, Appendix LL, Supplementary Report of October 1875, Washington, Government Printing Office, 1878, pp. 956-957.

Wheeler, First Lieutenant George M., Annual Report Upon the Geographical Surveys West of the One Hundredth Meridian in California, Nevada, Utah, Colorado, Wyoming, New Mexico, Arizona, and Montana, Appendix JJ of The Annual Report of the Chief Engineers for 1876, Washington, Government Printing Office, 1876, pp. 1, 70-79.

Letters received. Engineers office. Explorations in Nevada and Arizona. Director of receipt and file number. Name of writer. Date and subject of letter. Notebook. 480, 1872-1876 in Beinecke Rare Book and Manuscript Library, Yale University Library.

Letters. May 22-October 28, 1875, copies of letters signed by George M. Wheeler, with Index. Notebook 500 pages, 1875. Letter by Wheeler pinned in. No. 11 on spine in Beinecke Rare Book and Manuscript Library, Yale University Library.

Meteorological Aneroid Profiles, Computations. Book No. 17, 1875, U.S. Engineer Office. Geographical explorations and surveys. West of the 100th Meridian. Party No. 1, California section. Camp at Greenhorn Mts. (No. 54), October 2, 1875. To camp at Calienti (sic) (No. 77), Nov. 15, 1875, Notebook, 1875, in Beinecke Rare Book and Manuscript Library, Yale University Library.

Astronomical Records. Book No. 27, 1875. Astronomical Department. Section astronomical observations, Engineer Department. Geographical Surveys west of 100th meridian. Los Angeles, California. July 1, 1875 to camp 65, Elizabeth Lake, Oct. 25, 1875. Notebook 120 pages, 1875, in Beinecke Library of Rare Books and Manuscripts, Yale University Library.

b. Name: 2nd Sub. Expedition of Lt. Eric Bergland

Date: February 13, 1876 - May 7, 1876

Purpose: To investigate the probability of irrigating the desert with the Colorado River and to investigate what is today the Salton Sea area called the "area of the depression below the level of the sea."

Route: On February 13, 1876, the party left Los Angeles for Ehrenberg, Arizona Territory by way of the return route of the 1875 expedition. From Ehrenberg the party, early in March reached Fort Yuma. From Yuma the expedition followed down the west bank of the Colorado River to Algodon Station which was just below the international boundary line. Bergland split the party sending one group to mud volcanoes near Mount Purdy while the other division followed the stage road. Both parties rendezvoused at New River or Indian Station. From there the reunited party went from Carrizo Creek through Vallecito, San Felipe, Warner's Valley, Oak Grove, Temecula, Laguna Grande, and Temescal. Then it went down Santa Ana Canyon to Anaheim and ultimately Los Angeles, reaching it on May 7, 1876.

Source:

Report of the Secretary of War: Being Part of the Documents Communicated to the two Houses of Congress at the Beginning of the Second Session of the Forty-Fourth Congress, Volume II, Part VI, Appendix B to Appendix JJ, Report of Lieutenant Eric Bergland, Washington, Government Printing Office, 1876, pp. 334-337.

Wheeler, First Lieutenant George M., Annual Report Upon the Geographical Surveys West of the One Hundredth Meridian in California, Nevada, Utah, Colorado, Wyoming, New Mexico, Arizona, and Montana, Appendix JJ of the Annual Report of the Chief Engineers for 1876, Washington, Government Printing Office, 1876, pp. 70-71.



Letters Received Engineer Office. Explorations in Nevada and Arizona. Register of letters received. Date of receipt and file numbers. Name of writer. Date and subject of letter. Notebook. 480 pages, 1872-1876, in Beinecke Library of Rare Books and Manuscripts, Yale University Library.

Letters. February 7 - May 12, 1876, copies of letters signed by George M. Wheeler with Index. Notebook 750 pages 1876. Letter by Wheeler pinned in No. 13 on spine. In Beinecke Rare Book and Manuscript Library, Yale University Library.

c. Name: Lt. Rogers Birnie, Jr. leading a division of Lt. George Wheeler's expedition.

Date: Late fall 1875

Purpose: To study scientifically and to survey the Death Valley area.

Route: Lt. Rogers Birnie, Jr. and his party visited Death Valley and surveyed 19,545 square miles of territory. His party fanned out making surveys in all directions.

Sources:

Cragen, Dorothy Clara, The Boys in the Sky-Blue Pants: The Men and Events at Camp Independence and Forts of Eastern California, Nevada and Utah, 1862-1877, Fresno, California, Pioneer Publishing Co., 1975, 173.

Palmer, T. S., ed., Chronology of the Death Valley Region in California, 1849-1949, Indianapolis, Bobbs-Merrill, 1940, p. 6.

Palmer, T. S., ed., Place Names of the Death Valley Region in California and Nevada, n.p., 1948, p. 2.

Wheeler, George M., Report Upon United States Geographical Surveys, West of the One Hundredth Meridian in charge of First Lieut. Geo. M. Wheeler... under the Direction of the Chief of Engineers, U.S. Army. Published by authority of...the Secretary of War in accordance with acts of Congress of June 28, 1874, and February 15, 1875, Geographical Report, Vol. I, Washington, Government Printing Office, 1889, 89.

Wheeler, First Lieut. George M., Annual Report Upon the Geographical Surveys West of the One Hundredth Meridian in California, Nevada, Utah, Colorado, Wyoming, New Mexico, Arizona, and Montana, Appendix JJ of the Annual Report of the Chief of Engineers for 1876, Washington, Government Printing Office, 1876, pp. 56-57.

Report of the Secretary of War, Engineers Report, 44th Congress, 1st sess., vol. 2, part 2, 1875-1876, Appendix LL, Supplementary Report of October 1, 1875, Washington, Government Printing Office, 1875, pp. 956-957.

Letters Received. Engineer office. Explorations in Nevada and Arizona, Register of letters received. Name of writer. Date and Subject of letter notebook 480 pages, 1872-1876 in Field Book and Letter Books, entitled Explorations and Surveys, West of the Hundredth Meridian, Lt. George M. Wheeler Commanding, 1871-1880 in the Beinecke Rare Book and Manuscript Library, Yale University Library.

Letters sent, Engineer office, Explorations in Nevada and Arizona. Record of letters sent by Wheeler, with Index notebook 480 pages, 1872-1873. Letters and notes by Wheeler laid into the notebook, in the Beinecke Rare Book and Manuscript Library, Yale University Library.

Letters. May 22 - October 28, 1875, Copies of Letters signed by George M. Wheeler with Index, Notebook, 500 pages. Letter by Wheeler pinned in, in the Beinecke Rare Book and Manuscript Library, Yale University Library.

Meteorological Records. Book no. 8 1875, Engineer Department, U.S. Army Geographical Surveys. West of 100th meridian. Party no. 2 California section, Camp at Los Angeles, June 23, 1875. To Camp at Star Ranch no. 20. July 19, 1875, Lt. R. Bernie in charge of party, 1875 in the Beinecke Rare Book and Manuscript Library, Yale University Library.

Meteorological. Aneroid Profiles, Computations, Book No. 17, 1875. U.S. Engineer office, Geographical Explorations and Surveys. West of the 100th Meridian, Party No. ;, California section. Camp at Greenhorn Mts. (No. 54) October 2, 1875. To Camp at Calienti (sic), Nov. 12, 1875. Notebook, 1875, in the Beinecke Rare Book and Manuscript Library, Yale University Library.

Astronomical Records. Book no. 27, 1875. Astronomical Department. Sextant Astronomical observations. Engineer Department. Geographical Surveys West of the 100th Meridian. Los Angeles, California, July 1, 1875, to Camp 65, Elizabeth Lake, Oct. 25, 1875, 120 pages Notebook, 1875.

Triangulation. Topographical Records, Book No. 200, 1875, Engineer Department, U. S. Army Geographical Surveys. West of the 100th Meridian. Party no. 3, California Section. Atlas Sheet No. 73c, 73d, 80a. G. Thompson, Observer. 10" transit. 1st Lieut. Eric Bergland in charge of party. September 12th, 1875. Notebook. 111 pages, 1875.

Topographical Records. Book no. 224, 1875, Engineer Department, U.S. Army. Geographical Surveys, West of the 100th Meridian. Party no. 3, California section. From Camp 35 at Camp Mohave, A.T., Sept. 5, 1875, to Camp no. 54 at Martin's Ranch (San Bernardino) California. Atlas Sheet No. 74, 81, 80, Gilbert Thompson, Topographer. 1st Lieut. Eric Bergland, in charge of party. Notebook 49 pages. 1875.

d. Name: Hutchings party named after J. M. Hutchings Photographer or the W. James Party after W. E. James a New York photographer. Party also included Dr. A. Kellogg, M.D. from San Francisco, Dr. C. B. White, U.S. Army surgeon from Camp Independence, A. H. Johnson of Lone Pine acted as guide, one of the original climbers of Mt. Whitney, Edward Bedford of Yosemite, a botanist, George P. Stanley of Brooklyn, James Fleming and John F. Connell of Camp Independence.

Date: October, 1875

Purpose: To photograph and to explore the High Sierras including Mt. Whitney and the Owens Valley area. The party climbed Mt. Whitney on October 3, 1875.

Sources:

Inyo Independent, October 9, 1875, October 23, 1875.

Wheeler, George M., Report Upon United States Geographical Surveys, West of the one hundredth Meridian in charge of First Lieut. George M. Wheeler...under the direction of the chief of Engineers, U.S. Army, Published by authority of...the Secretary of War in accordance with acts of Congress of June 28, 1874, and February 15, 1875, Geographical Report, vol. I, Washington, Government Printing Office, 1889, p. 100.



e. Name: George M. Wheeler expedition of 1871, consisting of 75 men in two divisions, one directly led by Wheeler and the other by Lt. Daniel Alfred Lyle (1845-1937)

Date: 1871

Purpose: To correct the vague maps of the period, to provide geological data, to study the flora and fauna, to study potential agricultural possibilities, and to record meteorological conditions.

Route: Wheeler's main force travelled from Halleck Station, Nevada to Carlin, to Eureka by way of Mineral Hill, then to Morey district. From Morey district to Meadow Creek near Belmont, via Tybo district, then on to Hyko, the Pahrnagat Valley, Oasis Valley and to Camp Independence, California via Saline Valley region. At this time, Lyle was already at Camp Independence. He set out to meet Wheeler via Mazurka Canyon, then north and east to the Waucoba District, and to Grapevine Spr. at the northern end of Death Valley. Guide C.F.R. Hahn is lost under mysterious circumstances. Lyle finally met Wheeler's party north and east of Saline Valley and escorted him back to Camp Independence.

Both parties rested, then set out again to explore the Death Valley and eastern Mojave areas. Wheeler led the smaller of the two parties. He descended the Owens River, marched up to Cerro Gordo with a still smaller side party while the main Wheeler party went south into the Cosos, east to Darwin Canyon, across Panamint Valley, up Wildrose and over Telescope to Death Valley. Guide William Egan is lost from the main party near Towns Pass while searching for Wheeler's side party which expected to meet the main group at Cottonwood Canyon. Wheeler arrived there but since he was not met, continued on to Wildrose Spring where he rejoined the main force. They crossed Telescope Mt. to Furnace Creek, and marched to Cottonwood Springs, Nevada to rendezvous with Lyle via the Ash Meadows.

Lyle meanwhile left Camp Independence, travelled south to Desert Wells, then moved east until he reached the old California trail. He then went to Ivanpah and finally to Cottonwood Springs, Nevada where he was joined by Wheeler and the main party.

Both groups now united to go to Camp Mojave. From Camp Mojave Wheeler ascended the Colorado River with part of his command using small boats. The entire expedition then proceeded to Tucson, Arizona, its final destination.

## Sources:

Cragen, Dorothy Clora, The Boys in the Sky-Blue Pants, Independence, Pioneer Publishing Company, 1975, Ch. 10.

Wheeler, George M., Report upon United States Geographical Surveys, West of the Hundredth Meridian in Charge of First Lieut. George M. Wheeler...under the Direction of the chief of Engineers, U.S. Army. Published by Authority of...the Secretary of War in Accordance with Acts of Congress of June 28, 1874, and February 15, 1875, Geographical Report, Vol. I, Washington, Government Printing Office, 1889, pp. 33, 155, 280.

Journal No. 2, 1871, U.S. Engineer Office. Exploration West of the 100th Meridian. Astronomical Department. Journal of Telegraphic Longitude, Campaign of Lieut. G. M. Wheeler's Exploring Expedition, 1871. Stations, Carlin, Nevada, Battle Mountain, Nevada and Austin, Nevada, May 10, 1871 to July 1, 1871. Probably written by D. W. Lockwood, notebook California, 1871, in Beinecke Library of Rare Books and Manuscripts, Yale Univ. Library.

Report of Secretary of War, Report of the Chief Engineer, Appendix DD, Report of Lieutenant G. M. Wheeler, Corps of Engineers, of Explorations and Surveys in Nevada, Utah, and Arizona, 1872. Washington, Government Printing Office, 1872, pp. 1124-1126.

f. Name: Lt. Willard Young party of Lt. George M. Wheeler's Survey

Date: Fall, 1878

Purpose: To conduct the first topographical survey of the San Gorgonio Mountains and survey of Mojave River area.

Route: From Los Angeles by way of Cajon Pass, Devil's Canyon, Waterman's, Strawberry Peak, Holcomb Valley and Bear Valley and return to Camp at Santa Ana, California.

Sources:

Report of the Secretary of War, Engineers Report, Executive Document 1, 46th Congress 1 sess., The Annual Report of Lt. George M. Wheeler, Corps of Engineers for the fiscal year ending June 30, 1879, Washington, Government Printing Office, 1880, p. 234.

Report upon United States, Geographical Surveys, west of the one Hundredth Meridian, in charge of Capt. George M. Wheeler, Corps of Engineers, U.S. Army, Published by authority of the Honorable Secretary of War, in accordance with acts of Congress of June 23, 1874, and February 15, 1875, Volume I Geographical Report, Washington, Government Printing Office, 1889.

Letters, February 1, 1873 - October 7, 1873. May 7, 1878 - May 16, 1878. Copies of letters signed by Geo. M. Wheeler with index. 485 page notebook, 1873-1878, Letters and notes by Wheeler laid in. In Beinecke Rare Book and Manuscript Library, Yale University Library.

Letters Feb. 7, 1878 - Oct. 18, 1879. Copies of letters signed by W. Young and Geo. M. Wheeler, with index, Notebook, 1878-1879, in Beinecke Rare Book and Manuscript Library, Yale University Library.

Letters, May 11 - Sept. 23, 1878, copies of letters signed by Geo. M. Wheeler and others with index. Notebook 440 pages. Some original notes laid in. No. 19 on spine, in Beinecke Rare Book and Manuscript Library, Yale University Library.

Computation of Geodetic co-ordinates. Book No. 28 1878. Triangulation Stations (Utah) party 2, Calif. Notebook in Beinecke Rare Book and Manuscript Library, Yale University Library.

Topographic Records. Book No. 384, 1878. Engineer Department, U.S. Army Geographical Surveys, West of the 100th Meridian. Party No. 2 Utah section. From Camp No. 78 at Mojave River, California, Nov. 16, 1878 to Camp No. 96 at Santa Ana, California. December 7, 1878. F. Carpenter, Topographer, Lt. W. Young in charge of party. Notebook 50 pages, 1878, in Beinecke Rare Book and Manuscript Library.

MAPS

Hamel, P.W., Chief topographer and draughtsman. Map showing detailed topography of the country traversed by the reconnaissance expedition through southern and southeastern Nevada in charge of Lieut. Geo. M. Wheeler, U. S. Engineers, assisted by Lieut. D. W. Lockwood, Corps of Engineers, U.S.A. 1869, New York, Photolith by the N.Y. Lithograph and Printing Company, 1870 (Military Map no. 1).

Wheeler, Capt. George M., 1880 Progress Map of the U.S. Geographical Surveys West of the 100th Meridian, to accompany the Annual Report of Capt. George M. Wheeler, Corps of Engineers, U.S. Army.



## 6. United States Geological Survey Surveys

a. Name: Clarence King Party U. S. Geological Survey

Date: June 1871

Purpose: To climb Mt. Whitney and scientifically study it.

Route: The party approached eastern California from Aurora, a rough silver mining camp and then stopped at the Hot Springs of Partzwick and then went on to Independence. They arrived at Lone Pine on June 18, 1871. Together with a French mountaineer named Paul Pinson he climbed what he believed to be Mt. Whitney, but he mistakenly had climbed Sheep Rock. Then he returned to Lone Pine.

Sources:

King, Clarence, Mountaineering in the Sierra Nevada, 4th ed., Boston, J. R. Osgood & Co., 1874, pp. 277-281.

Wheeler, George M., Report upon United States Geographical Surveys, West of the One Hundredth Meridian in charge of First Lieut. George M. Wheeler...under the Direction of the Chief of Engineers, U.S. Army. Published by Authority of ... the Secretary of War in Accordance with Acts of Congress of June 28, 1874, and February 15, 1875, Geographical Report, Vol. I, Washington, Government Printing Office, 1889, p. 100.

b. Name: Clarence King's Party of U. S. Geologic Survey

Dates: September, 1872 - October, 1872.

Purpose: To scientifically study the Owens Valley area.

Route: On September 8, 1872, King and his party picked their trail across the mountains by way of Merced and Tuolumne Canyons. King met Albert Bierstadt, painter, in Owens Valley. Then he met briefly with Louis Agassiz, famous naturalist, then he joined the advance party near the head of Bishop Creek. Together they passed three weeks around the spires of Mount Humphreys and the heights of Evolution Group. In October he led his party down again into Owens Valley, where King observed the damage caused by the earthquake earlier that year. They tramped south to Independence, then the party moved across the mountains at Kearsage Pass and Onion Valley. Then it moved into the gorge of the Kings River, almost in the shadow of Mt. Clarence King.

Sources:

Clarence King to Major General A. Humphreys, November 27, 1872 in the Clarence King Survey Letter Book in the Clarence King Papers, Henry E. Huntington, Jr. Library, San Marino, California.

See also Inyo Independent, October 8, 1872.

c. Name: Clarence King Party U. S. Geological Survey

Date: September, 1873

Purpose: To climb Mt. Whitney and to take scientific readings.

Route: In September, 1873, King and party went from Visalia by way of Haskett Trail to Mt. Whitney which with Frank Knowles of Tule, King climbed September 19, 1873. Two years earlier he had scaled Sheep Rock (later called Mount Langley) under the mistaken belief that it was Whitney.

Sources:

King, Clarence, Mountaineering in the Sierra Nevada, Boston, James R. Osgood & Co., 1872, pp. 281-295.

Visalia Weekly Delta, September 11, 1873, p. 3.

Inyo Independent, September 20 and 27, 1873.

San Francisco Bulletin, September 27, 1873, p. 2, c. 2.

MAPS

Beale, E. F., Map of Public Surveys in California to accompany Report of Surveyor General, Surveyor General's Office, San Francisco, 1861. On file at Bancroft Library, University of California, Berkeley.

Plats of California Townships, General Land Office, United States Department of Interior, 1856. On file at Bureau of Land Management, Riverside, California.

State of California, General Land Office, Department of Interior, 1885. On file at University of California, Los Angeles.

PHOTOGRAPHIC COLLECTIONS

USGS Photographic Library. Mounted in albums, cataloged by subject and by geographic location with captions by author or photographer, Room 2274, Bldg. 25, Denver Federal Center, Denver, Colorado 80225. 140,000 photos taken during geologic studies of U. S. from 1869 to present. Many not published. Includes pioneer photographers who accompanied geological and geographical expeditions prior to organization of U.S.G.S. in 1879--W. H. Jackson, E. O. Beaman, J. K. Hillers, T. H. O'Sullivan, W. Bell, C. E. Watkins.



## 7. Other Geographic Surveys

a. Name: Henry Washington Survey Party

Dates: 1852 and 1854

Purpose: To select and establish a baseline in 1852 and in 1854 it extended the baseline due east to Colorado River.

Route: In 1852 Henry Washington was assigned the task of finding a point from which an east-west baseline and a north-south meridian could be surveyed. On November 7, 1852, Washington, his deputy surveyor named Gray and eleven workmen ascended the Cajon up to Santa Ana River, struggling up the north slope. Washington and his men erected a wooden monument 23 feet 9 inches in height. Eleven bearings were taken to define its location. Trouble developed with fixed distant triangulation points because of shimmering waves of heat from the valley floor. To get around this difficulty fires were lit so night sightings could be made. Washington obtained a fix on San Gorgonio Mountain but did not climb it at that time.

In the fall of 1854 Washington extended the baseline due east to the Colorado River.

Sources:

Copies of Henry Washington's field notes are in the George W. Beattie Collection in Henry E. Huntington Library, San Marino, California.

See also L.A. Weekly Star, October- December, 1854, and the L.A. Weekly Star for February 16, 1856.

- b. Name: Small parties of surveyors (except Henry Washington who is important enough for his own treatment) who surveyed the Mohave Desert and Death Valley between 1855 - 1857.
- Date: Contracts let as early as 1854 with work accomplished from 1855-1857.
- Purpose: To survey accurately the area of Death Valley and the Mojave Desert.
- Route: These small contractors included Alfred H. Jones, Samuel C. Wiltse, Robert B. Hays, Alex P. Greene, James G. McDonald, Henry Hancock, and Alexis W. Von Schmidt. Greene, Jones, Wiltse, Hays and McDonald all surveyed in the Mojave Desert, and it is believed that they may have brought in the first wagons south of the Mormon Trail. In 1855 A. W. Von Schmidt is supposed to have surveyed the lands south of Mono Lake to Owen Lake and east of the Sierra Nevada. Later surveyors had trouble finding stakes and monuments set up by these parties. In fact, there is a question whether it was actually done or merely faked. Beale, in the late 1850's, identified one trail which these surveyors used from the Colorado River across the Mojave Desert to the Mojave River and then to Fort Tejon.

Sources:

On the surveyors generally see:

Thompson, David G., The Mohave Desert Region California: A Geographic, A Geologic and Hydrologic Reconnaissance in Water Paper Series of U. S. Geological Survey Water Supply Paper No. 578, Washington, Government Printing Office, 1924, pp. 18.

See also Preliminary Inventory of the Records of the Bureau of Land Management (Record Maps 49) compiled by Gilbert Dorane in Ninth Regional Office, National Archives, Laguna Niguel, California, 1966, pp. 56-57.

On R. B. Hayes's surveying see:

Los Angeles Star, June 18, 1856.

On the inadequacy of the surveys made see:

James Hutchings dispatch in Sacramento Union,  
July 31, 1861.

On Beale's findings see:

Lesley, Lewis Burt, ed., Uncle Sam's Camels, The  
Journal of May Humphreys Stacey, Supplemented  
by the Report of Edward Fitzgerald Beale (1857-  
1858) Cambridge, Harvard University Press, 1929.

On A. W. Von Schmidt's 1855 survey see:

Cragen, Dorothy Clara, The Boys in the Sky-Blue  
Pants: The Men and Events at Camp Independence  
and Forts of Eastern California, Nevada and  
Utah, 1862-1877, Fresno, California, Pioneer  
Publishing Co., 1975. Ms. Cragen used A. W.  
Von Schmidt's 1855 field notes, Survey of Owens  
Valley Area, but does not identify their locus.  
Personal contacts with Ms. Cragen have not been  
successful in locating them either.

## MAPS

Beasley, T. D., Official Map of San Bernardino County, California, c. 1892, California State Library.

Henkenius, J. C., Preliminary Mineralogical and Geographical Map of the State of California, c. Jan. 1, 1891, University of California, Los Angeles.

Macmurdo, W. R., Map of Kern County, California compiled from Official Records and Surveys, A. J. Leary, Printer and Stationer, San Francisco, 1888, California State Library.

Perry, C. N., Official Maps of Imperial County, California, 1909, California State Library.

Topographical Map of Central California together with a part of Nevada, State Geological Survey of California, 1873, California State Library.

von Leicht, Fred and Charles Kaufman, Official Map of Kern County, California, Britton Rey and Co., San Francisco, 1875, California State Library.

C. Military Expeditions

II-54

1. Mojave Road

- a. Name: Camp Cady Garrison from a patrol of California volunteers

Date: April, 1865

Purpose: To reactivate Camp Cady.

Route: Drum Barracks to Camp Cady. Cady garrisoned for a year, abandoned for a short time and then reactivated by the regulars until April 24, 1871.

Source:

Casebier, Dennis G., The Mojave Road, Norco, California, Tales of the Mojave Road Publishing Co., 1975, p. 144.



- b. Party: Major James Henry Carleton and the troops of Companies "B" and "K" of the 1st Dragoons then stationed at Fort Tejon--two lieutenants, a surgeon, two civilians as guide and interpreter, and eighty-one enlisted men.

Date: April 12 - July 3, 1860.

Purpose: To punish the Paiutes who were blamed for the killings of three white citizens, Robert Wilburn near the Mojave River and Thomas S. Williams and John Jackman in the vicinity of Bitter Springs.

Route: Carleton and his troops left Fort Tejon for the Mojave River on April 12, 1860. By April 19 the expedition reached a site on the Mojave River some 170 miles from Fort Tejon. It was ten miles from the spot where the Salt Lake Trail branched off from the Government Road. Eventually Carleton built a small fort on this site which he named Camp Cady in honor of a friend, the then commander of Fort Yuma, California--Major Albemarle Cady of the 6th Infantry. On the day of its arrival, the Carleton detachment fought a skirmish with the Indians, killing one. An Indian prisoner taken was killed later. Both Indian bodies were carried to Bitter Springs on the Salt Lake Trail and displayed as a warning on a gibbet. At about the same time a group of soldiers were detached to build a small fort at Bitter Springs, 50 miles from Cady, to protect the cross-country civilian traffic.

On April 30 one of Major Carleton's lieutenants, M. T. Carr, with 16 dragoons and a guide was sent on a ten day scout towards Soda Spring and the Providence Mountains. The troops had orders to build another small fort to protect traffic at Soda Spring on the old Government Road. At what is now known as the Kelso Sand Dunes, Carr's men attacked a band of Indians, killing three. The dead Indians' heads were cut off and sent by way of Camp Cady to be displayed as a warning on the gibbet at Bitter Springs along with the two Indian bodies already there.

By this time a small fort at Soda Springs, 36 miles east of Camp Cady and named Hancock's Redoubt, and a similar but even shorter-lived fortification at Bitter Springs, had been built and activated.

As Carleton's troops fanned out from these fortifications they found that the Indians had vanished. Believing that they had fled to a mountain now called Telescope, Carleton sent Lt. Davis with thirty-five men and a guide to scout for Indians in that direction. This detachment left Camp Cady from June 9 to 18 and probed the area on the west side of Death Valley. Finding the Indians had definitely fled and since he hoped to have taught them the futility of resistance to the white man, Carleton made preparations to abandon Camp Cady and the other two redoubts returning to Fort Tejon. Shortly before the troops left in early July, some Paiute leaders came in to talk peace. The Indians promised to be friendly to whites, and Carleton thereupon declared that he and they were no longer enemies. He added that in the fall other troops would return to see how well the Indians had kept their promises. This fall visit never materialized since by the Fall of 1860 the military establishment was distracted by the approach of the Civil War.

Early in July Carleton moved out with his troops and abandoned the three redoubts. However, they were left standing as stone places of refuge for travelers over the Mojave desert. By July 9th Carleton had returned with his men to Fort Tejon.

Sources:

Casebier, Dennis G., Carleton's Pah-Ute Campaign, Norco, California, published by author, 1972.

Casebier, Dennis G., The Mojave Road, Norco, California, Tales of the Mojave Road Publishing Company, 1975, pp. 126-128.

c. Name: Lt. John Gregory Bourke who accompanied General George Crook's party.

Date: March, 1876

Purpose: Inspection trip.

Route: Lt. John Gregory Bourke with Crook's party crossed over the Mojave Road.

Source:

MSS "Diary" of Lt. John Gregory Bourke in the Library of the United States Military Academy, West Point, New York.

d. Name: Captain Granville O. Haller and the garrison of Fort Mojave

Date: May 28, 1861 - June, 1861

Purpose: Evacuate Fort Mojave.

Route: Fort Mojave was abandoned at the beginning of the Civil War and on May 28th the garrison moved out towards Los Angeles under the command of Captain Granville O. Haller. Few details are available.

Source:

Casebier, Dennis G., Fort Pah-Ute, Norco, California, Tales of the Mojave Road Publishing Co., 1974, p. 26.

e. Name: Lt. James R. Hardenburgh of Co. B, 9th Infantry, led a garrison of ten troops to Fort Pah-Ute from Camp Mojave in Arizona Territory.

Date: November, 1867

Purpose: To establish a garrison at Fort Pah-Ute.

Route: Hardenburgh and his ten men marched over the well-traveled Mojave Road from Camp Mojave to Fort Pah-Ute. Fort Pah-Ute was closed May 3, 1868.

Source:

Casebier, Dennis G., Fort Pah-Ute, Norco, California, Tales of The Mojave Road Publishing Co., 1974, pp. 37-38.



f. Name: Lt. Col. William Hoffman and detachment

Date: December 27, 1858 - January, 1859.

Purpose: To reconnoiter Beale's crossing on the Colorado in order to select a route for a military port.

Route: Upon orders of General N. S. Clarke, Lt.-Col. William Hoffman was to take a company of the 6th Infantry part of the way to the Colorado. Then he would use the company to establish a depot for a later rendezvous. At the mouth of Cajon Pass he met a detachment of 50 men from the 1st Dragoons from Fort Tejon. With this escort he set out over the Mojave Road to Beale's Crossing, arriving on January 7, 1859. Hoffman had a small skirmish with the Mohaves and withdrew.

Sources:

See Lt. Col. William Hoffman to Acting Adjutant General of the Department of California, January 19, 1859, Record Group 393, Department of California. Letters Received, National Archives and Hoffman to Acting Adjutant General of the Department of California, January 27, 1859.

Also see Los Angeles Star, May 14, 1859.

g. Name: Major General Irvin McDowell's party including  
Major Henry M. Robert

Date: November-December, 1867.

Purpose: Inspection trip

Route: Major Henry M. Robert accompanied Major General  
Irvin McDowell's trip over the Mojave Road late  
in 1867.

Source:

Robert, Henry Martyn, "Journal kept by Major Henry M.  
Robert, Corps of Engineers, on an inspection trip over  
the Mojave Road in November and December of 1867 as  
a member of the party of Maj. Gen. Irvin McDowell,"  
Arizona Special Collection, Arizona State University,  
Tempe, Arizona.

h. Name: Garrison of Fort Mojave consisting of Companies B and I of the 4th Infantry.

Date: Late April, 1863, to May 19, 1863.

Purpose: To re-occupy Fort Mojave (continuously occupied until September 29, 1890).

Route: From Drum Barracks in Los Angeles area to Fort Mojave over the Mojave Road.

Source:

Casebier, Dennis G., The Mojave Road, Norco, California, Tales of the Mojave Road Publishing Company, 1975, p. 132.

i. Name: Lt. Sylvester Mowry and a military detachment.

Date: Spring, 1855

Area: March from Salt Lake City to Cedar City to Santa Clara to Las Vegas to Mojave River by way of Resting Springs route to Fort Tejon.

Source:

Bailey, Lynn R., "Lt. Sylvester Mowry's Report on his March in 1855: From Salt Lake City to Fort Tejon," Arizona and the West (Winter 1965) VII No. 4, pp. 329-346. Original in records of Adjutant General's Office, Record Group 94, National Archives, Washington, D. C.

j. Name: Garrison of Camp Rock Spring

Date: December, 1866

Purpose: To divide the escort distance between Hardyville  
on the Colorado and Camp Cady.

Route: Garrison drawn from Camp Cady and ultimately from  
Los Angeles area.

Source:

Casebier, Dennis G., Fort Pah-Ute, Norco, California,  
Tales of the Mojave Road Publishing Co., 1974, p. 32.

k. Name: Brig. Gen. James Fowler Rushing's trip from Prescott, Arizona Territory, to Los Angeles, California.

Date: April, 1867

Purpose: Bring ambulance train from Prescott to Southern California

Route: A trip from Prescott to Los Angeles over the Mojave Road with an ambulance train.

Source:

Rushing, James F., The Great West and Pacific Coast,  
New York, Sheldon and Co., 1877, pp 409-424.



1. Name: Garrison of Outposts at Camp Soda Spring and Camp Marl Springs

Date: September 1, 1867

Purpose: To activate Camp Soda Springs and Camp Marl Springs.

Route: Lietutenant Eyre of Camp Cady sent small garrisons to build the outposts at Soda Springs and Marl Springs. The force at Rock Springs was drawn on for the permanent garrison at Marl Springs.

Source:

Casebier, Dennis G., Fort Pah-Ute, Norco, California, Tales of the Mojave Road Publishing Co., 1974, p. 34.

MAPS

Howard, Maj. Gen. O.O., Map of Territory and Military Dept. of Utah, 1860, Bureau of Topographical Engineers, Washington, D. C., on file with Nevada Historical Society.

Mowry, Lt. Sylvester, Sketch of the Line of March from Salt Lake, Utah to Ft. Tejon, California, May-June, 1855. On file with Nevada Historical Society from National Archives Records of the War Department, Office of the Adjutant General.

Steptoe? Parts of larger map showing the different routes of travel by Detachments of the overland command in the spring of 1855 from Salt Lake City, Utah, to the Bay of San Francisco, Nevada Historical Society photostat.

2. Yuma Road

II-68

- a. Name: Colonel James H. Carleton's California Column consisting of 11 infantry columns, two of cavalry, and two artillery batteries.

Date: Left California April 13, 1862, and arrived at Santa Fe on September 20, 1862.

Purpose: Drive the Confederates out of New Mexico.

Route: Left the Los Angeles area on April 13, 1862, and proceeded over the main road to Yuma and then via Tucson to New Mexico.

Source:

Boatner II, Mary Mayo, The Civil War Dictionary, New York, David McKay Company, Inc., 1959, pp 114, 122-123.

b. Name: Lt. Col. William Hoffman expedition consisting of seven companies of dragoons.

Date: March 26, 1859 - April 23, 1859.

Purpose: To subdue the Mohaves and set up Fort Mojave in their country.

Route: During February and March, 1859, Hoffman built up his forces at Fort Yuma. One company of Third Artillery went some 50 miles up from Yuma to establish an advanced base called Fort Gaston. Meanwhile two companies of the 6th Infantry marched from Cajon Pass over the southern California emigrant road to Yuma. Meanwhile other companies came from San Francisco and San Diego by steamer to the mouth of the Colorado. On March 26, 1859, Hoffman marched north from Yuma. By April 20 Hoffman's expedition reached Beale's Landing and three days later the Mohaves surrendered.

Sources:

Beiber, Ralph P., ed., Frontier Life in the Army, 1854-1861, Olga Bandel and Richard Jente, translators (The Southwest Historical Series, II) Philadelphia, Porcupine Press, 1974.

Lt. Col. William Hoffman to Major W. W. Mackall, April 24, 1859, Record Group 393 (Colorado Expedition Letters Sent), National Archives.

See also San Francisco Bulletin, March 26, 1859, April 16, 1859, May 7, 1859.

c. Name: Colonel Stephen W. Kearny, commander of column to Pacific, accompanied by a junior officer, Lt. William Hemsley Emory.

Dates: September 25, 1846 to January 11, 1847.

Purpose: Both military, to subdue Mexican California, and to study scientifically the country between New Mexico and California.

Route: Column left Santa Fe on September 25, 1846 for San Diego. The column went down the Rio Grande River and then headed west to Upper Gila. From there it traveled to the junction of the Gila and the Colorado. Then it crossed the desert in a ninety day journey to Warner's Ranch which they reached in December, 1846. Only after a battle with the Mexican Californians did it reach San Diego in January 1, 1847.

Sources:

Emory, William H., "Extracts from his Journal while with the Army of the West," Niles National Register 71 (October 31, 1846) pp. 138 and following. This was printed in a contemporary periodical but deals only with the period before Santa Fe.

Emory, William H., "Notes on a Military Reconnaissance from Fort Leavenworth to San Diego in California, Including Parts of the Arkansas, Del Monte, and Gila Rivers", 1850, 30th Cong., 1st Sess., Senate Executive Document 32.

Emory, William H., MSS in the Western Americana Collection in the Beinecke Rare Book and Manuscript Library, Yale University. Series I covers the dates 1823-1858. There is, however, no correspondence from 1844 and 1847 during Kearny and his long trip to the Pacific from New Mexico. In the folders of material in Series I is a document entitled, "A Sketch of the Operations of the Army of the West" describing his entire journey to the Pacific. Series I contains five linear feet of material.

## D. Railroad Surveys

1. Name: Francois Xavier Aubrey and party

Date: During the year 1852 he came out to California by way of the Yuma route to California. On return he left on July 11, 1853. He returned by September 10, 1853 to Albuquerque.

In October, 1853, with a party he again drove livestock over the southern Yuma route to California. He arrived back in New Mexico by August 18, 1854.

Purpose: On the way to California he had a commercial purpose to drive livestock for sale. On the return he had a public purpose, that is, to explore the feasibility of the 35<sup>o</sup> route as the railroad way to the Pacific.

Route: After driving cattle to California in 1852, he and his party left Tejon Pass on July, 1853. His escort route, across the Mohave to the Colorado River is not clear, but he arrived on July 22, 1853 and by September 10, 1853 he was back in Albuquerque. On his next trip to California in October, 1853, Aubrey again drove livestock over the Southern Yuma route to California. On his return on July 6, 1854, he took on a wagon to show the practicality of a wagon road to the Colorado and beyond and arrived back in New Mexico by August 18, 1854.

## Sources:

Bieber, Ralph P. and Averam B. Bender, eds., Exploring Southwestern Trails, 1846-1854 by Philip St. George, William Henry Chase Whiting, and Francois Xavier Aubrey, Philadelphia, Porcupine Press, 1974. This printed source describes the Aubrey trips as fully as anything, extant pp. 351-383 cover Aubrey's trips. It is detailed in spots with some description of the country.



2. Name: Edward F. Beale's first trans-continental exploring expedition. His force included only a dozen men. <sup>2</sup> Took leave during the trip and he ended up with ten.

Date: May 10, 1853-August 22, 1853.

Purpose: To survey the central route of a proposed railroad.

Route: Coming from the east Beale, while passing through Utah, struck the Old Spanish Trail before reaching the Green River. He journeyed by way of Stump Spring, Resting Spring, Amargosa Desert and Bitter Spring to the Mojave River. He went from that river to Cajon Pass and on to Los Angeles.

Source:

Beale, Edward F. and Gwin Harris Heap (his cousin and an eastern reporter), A Central Route to the Pacific from the Valley of the Mississippi to California, Philadelphia and London, Lippincott, Grambo & Co., 1853. It includes illustrations by Heap.

Bonsal, Stephen, Edward Fitzgerald Beale, A Pioneer in the Path of Empire, 1822-1903, New York and London, G. P. Putnam & Sons, 1912.

c. Name: Lt. John Gregory Bourke who accompanied General George Crook's party.

Date: March, 1876

Purpose: Inspection trip.

Route: Lt. John Gregory Bourke with Crook's party crossed over the Mojave Road.

Source:

MSS "Diary" of Lt. John Gregory Bourke in the Library of the United States Military Academy, West Point, New York.

d. Name: Captain Granville O. Haller and the garrison of Fort Mojave

Date: May 28, 1861 - June, 1861

Purpose: Evacuate Fort Mojave.

Route: Fort Mojave was abandoned at the beginning of the Civil War and on May 28th the garrison moved out towards Los Angeles under the command of Captain Granville O. Haller. Few details are available.

Source:

Casebier, Dennis G., Fort Pah-Ute, Norco, California, Tales of the Mojave Road Publishing Co., 1974, p. 26.

e. Name: Lt. James R. Hardenburgh of Co. B, 9th Infantry, led a garrison of ten troops to Fort Pah-Ute from Camp Mojave in Arizona Territory.

Date: November, 1867

Purpose: To establish a garrison at Fort Pah-Ute.

Route: Hardenburgh and his ten men marched over the well-traveled Mojave Road from Camp Mojave to Fort Pah-Ute. Fort Pah-Ute was closed May 3, 1868.

Source:

Casebier, Dennis G., Fort Pah-Ute, Norco, California, Tales of The Mojave Road Publishing Co., 1974, pp. 37-38.

f. Name: Lt. Col. William Hoffman and detachment

Date: December 27, 1858 - January, 1859.

Purpose: To reconnoiter Beale's crossing on the Colorado in order to select a route for a military port.

Route: Upon orders of General N. S. Clarke, Lt.-Col. William Hoffman was to take a company of the 6th Infantry part of the way to the Colorado. Then he would use the company to establish a depot for a later rendezvous. At the mouth of Cajon Pass he met a detachment of 50 men from the 1st Dragoons from Fort Tejon. With this escort he set out over the Mojave Road to Beale's Crossing, arriving on January 7, 1859. Hoffman had a small skirmish with the Mohaves and withdrew.

Sources:

See Lt. Col. William Hoffman to Acting Adjutant General of the Department of California, January 19, 1859, Record Group 393, Department of California. Letters Received, National Archives and Hoffman to Acting Adjutant General of the Department of California, January 27, 1859.

Also see Los Angeles Star, May 14, 1859.

g. Name: Major General Irvin McDowell's party including  
Major Henry M. Robert

Date: November-December, 1867.

Purpose: Inspection trip

Route: Major Henry M. Robert accompanied Major General  
Irvin McDowell's trip over the Mojave Road late  
in 1867.

Source:

Robert, Henry Martyn, "Journal kept by Major Henry M.  
Robert, Corps of Engineers, on an inspection trip over  
the Mojave Road in November and December of 1867 as  
a member of the party of Maj. Gen. Irvin McDowell,"  
Arizona Special Collection, Arizona State University,  
Tempe, Arizona.



h. Name: Garrison of Fort Mojave consisting of Companies B and I of the 4th Infantry.

Date: Late April, 1863, to May 19, 1863.

Purpose: To re-occupy Fort Mojave (continuously occupied until September 29, 1890).

Route: From Drum Barracks in Los Angeles area to Fort Mojave over the Mojave Road.

Source:

Casebier, Dennis G., The Mojave Road, Norco, California, Tales of the Mojave Road Publishing Company, 1975, p. 132.

i. Name: Lt. Sylvester Mowry and a military detachment.

Date: Spring, 1855

Area: March from Salt Lake City to Cedar City to Santa Clara to Las Vegas to Mojave River by way of Resting Springs route to Fort Tejon.

Source:

Bailey, Lynn R., "Lt. Sylvester Mowry's Report on his March in 1855: From Salt Lake City to Fort Tejon," Arizona and the West (Winter 1965) VII No. 4, pp. 329-346. Original in records of Adjutant General's Office, Record Group 94, National Archives, Washington, D. C.

j. Name: Garrison of Camp Rock Spring

Date: December, 1866

Purpose: To divide the escort distance between Hardyville  
on the Colorado and Camp Cady.

Route: Garrison drawn from Camp Cady and ultimately from  
Los Angeles area.

Source:

Casebier, Dennis G., Fort Pah-Ute, Norco, California,  
Tales of the Mojave Road Publishing Co., 1974, p. 32.

k. Name: Brig. Gen. James Fowler Rushing's trip from Prescott, Arizona Territory, to Los Angeles, California.

Date: April, 1867

Purpose: Bring ambulance train from Prescott to Southern California

Route: A trip from Prescott to Los Angeles over the Mojave Road with an ambulance train.

Source:

Rushing, James F., The Great West and Pacific Coast, New York, Sheldon and Co., 1877, pp 409-424.

1. Name: Garrison of Outposts at Camp Soda Spring and Camp Marl Springs

Date: September 1, 1867

Purpose: To activate Camp Soda Springs and Camp Marl Springs.

Route: Lietutenant Eyre of Camp Cady sent small garrisons to build the outposts at Soda Springs and Marl Springs. The force at Rock Springs was drawn on for the permanent garrison at Marl Springs.

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MAPS

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II-68

a. Name: Colonel James H. Carleton's California Column consisting of 11 infantry columns, two of cavalry, and two artillery batteries.

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Bonsal, Stephen, Edward Fitzgerald Beale, A Pioneer in the Path of Empire, 1822-1903, New York and London, G. P. Putnam & Sons, 1912.

The San Diego-Yuma Plank Road (20th Century)

Around the turn of the century there was no good road into San Diego from the Colorado River. As a result both business and emigrants were diverted to San Diego's northern rival, Los Angeles. The road from El Centro went west only to Los Angeles.

This remained the situation as late as May, 1901, when S. W. Ferguson of the San Diego Chamber of Commerce decided to do something about it. One retarding element was the fact that all possible towns that could be included in such a passable road wanted the trail to connect with their town.

Ferguson commissioned D. F. Harbison who operated the transportation for an exploratory trip to discover the best route to the Imperial Valley. Harbison used a conveyance pulled by horses called a "tallyho" to take tourists to Tia Juana.

Three tallyhos and a commissary wagon carried 24 men on this trip which took ten days. The party went to Julian and then down Banner Grade to where Scissors Crossing was later established. The group then struck the Butterfield Stage Road which was very washed away and almost impassable. Somehow with directions from cowboys grazing herds along the way, they reached old Carrizo Station and dropped down into Imperial Valley.

On the return trip a mass meeting was held in the Fisher Opera House. At that time it was decided that the Old Star Mail Route through Devil's Canyon was the best route to Imperial Valley. \$43,000 was raised by popular subscription for a survey and work. This figure was later raised to \$60,000. Only \$47,000 was needed and the rest was ultimately returned to the subscribers.

The outcome of this Chamber of Commerce trip was the construction of the Mountain Spring Grade and some miles of plank roads on the Sand dunes between the Imperial Valley and Yuma.

By 1910 the growing number of autos demanded some improvement.

Therefore county supervisor Ed Boys completed "a brush road" i.e. brush spread over the worst spots of the trail to keep automobile wheels from sinking in the sand.

In 1913 the Auto Club of Southern California called a convention of interested parties to consider a better road from El Centro to Yuma. There was a big fight over routes until San Diego agreed to furnish the lumber for



a plank road right across the dunes where the modern highway was later built. Imperial County furnished the food and paid the freight. Towns along the way sent workers to a central labor camp built at Gray's Well. The daily work crew varied from 10 to 50, but the work was completed in 6 months.

This planking consisted of two parallel tracks of two by eight pine planks spiked to 2 by 6 ties which were 8 feet long. It made a two foot track on each side. A driver to stay on the planks had to concentrate greatly, yet cars at a slow speed could negotiate the road. Occasional turnouts were constructed so cars could pass.

By 1916 the first plank road wore out and was replaced by a solid plank road nailed to heavy cross ties and then bound with strips of iron. Its surface was coated with asphalt and sand making a corduroy road. The planks were built in twenty or thirty foot sections. They followed no excavation of any type, and could be moved at will with a four-horse team, so that the planks could follow the everchanging contours of the dunes. If the road seemed about to be covered with sand, the maintenance crews would move the road.

In 1917 the road was replaced again and this time lasted until 1924 when redwood was used. As time went on the road became more and more corrugated until it resembled a washboard. This caused tires to blow out frequently, even though the average speed was only about twelve miles an hour.

Maintenance of the road became more costly with the years and averaged \$35,000 a year.

Therefore in 1926 state engineers, E. Q. Sullivan and T. R. Goodwin developed a blow-over design. This meant a surfaced road built on an embankment which allowed the sand to blow over it. With this development the state elevated and paved highway 80 with asphaltic concrete. By 1926 the new highway was completed and except for some left-over plank road used as a frontage road the wooden highway was a memory.

#### Sources:

Adams, Kenneth C., ed., "From Trails to Freeways, 1850-1950," California Highways and Public Works, Sacramento, California, 1950.

Beckler, Marion F., "Trail Blazers," typescript of 3 page article in Folder of Photos, Serra Museum of San Diego Historical Society.

- Dedera, Don, "Wood Tracks over the Shifting Sands," clipping from San Diego Union, December 20, 1970, in Folder "Plank Road, Imperial County" in San Diego Public Library.
- Holland, Henrietta, "Spanning the Little Sahara," Westways, October, 1945, clipping in San Diego Public Library
- Kendall, Charles P., "Old Plank Road, Highway Across the Past," in San Diego Union, December 3, 1972, pp. 24 and following.
- Little, Lew, "Down the Old Plank Road," clipping dated March 16, 1958, in San Diego Public Library.
- Various Imperial Valley Pioneers, The Valley Imperial: First Annual Historical Volume, pamphlet Magazine, El Centro: Imperial Valley Pioneers, January, 1956, 72 pp.



PART III. ANNOTATED BIBLIOGRAPHY

Diaries, Journals and Accounts,  
largely unpublished, of unofficial  
journeys across and throughout the  
California Desert.

by

Ralph J. Roske

and

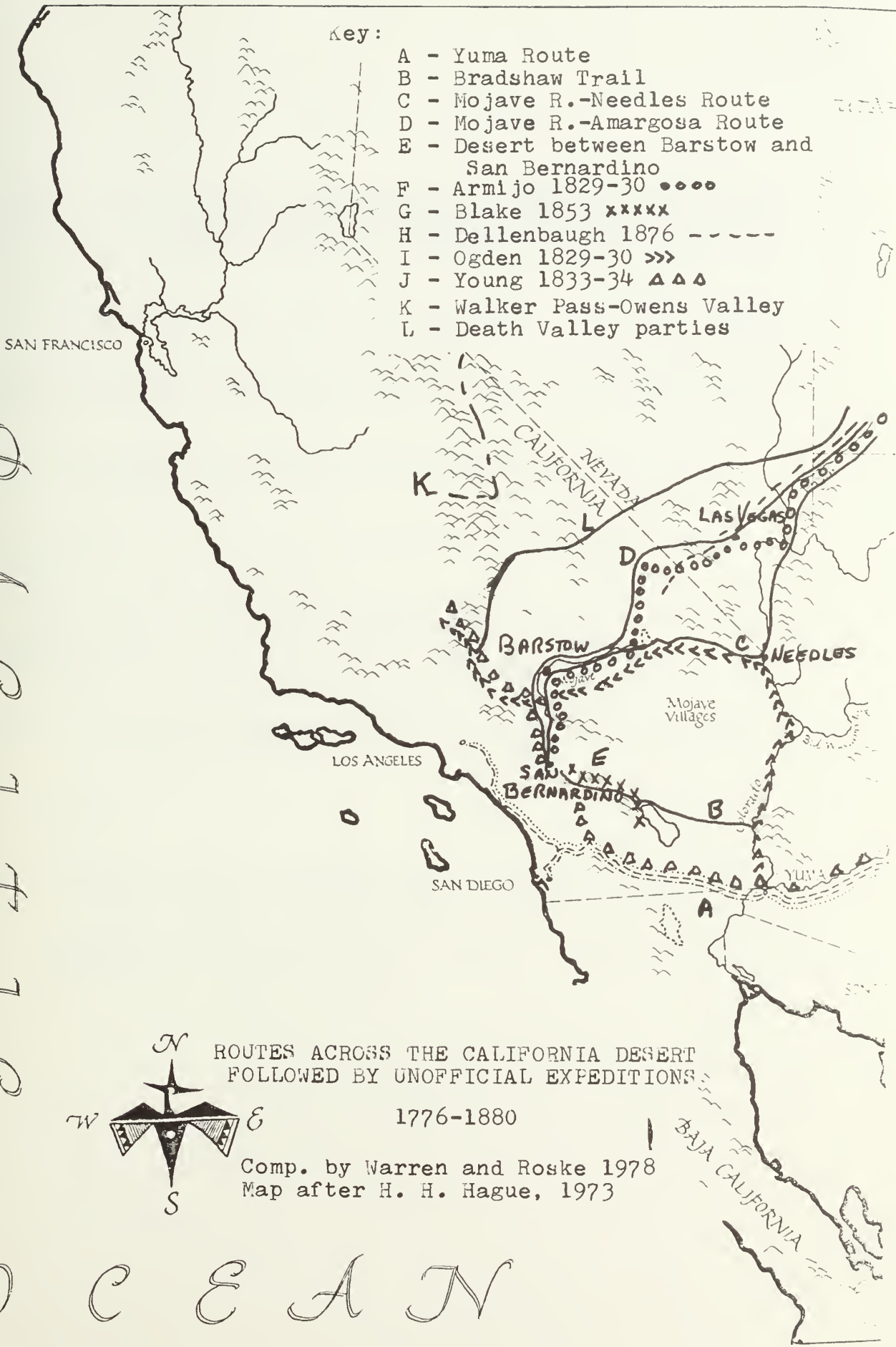
Elizabeth von Till Warren



Key:

- A - Yuma Route
- B - Bradshaw Trail
- C - Mojave R.-Needles Route
- D - Mojave R.-Amargosa Route
- E - Desert between Barstow and San Bernardino
- F - Armijo 1829-30 ●●●●
- G - Blake 1853 xxxxx
- H - Dellenbaugh 1876 - - - -
- I - Ogden 1829-30 >>>
- J - Young 1833-34 ▲▲▲
- K - Walker Pass-Owens Valley
- L - Death Valley parties

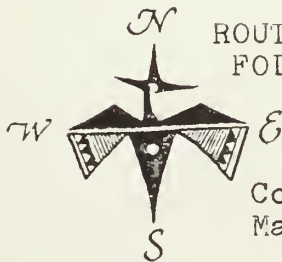
D  
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ROUTES ACROSS THE CALIFORNIA DESERT  
 FOLLOWED BY UNOFFICIAL EXPEDITIONS

1776-1880

Comp. by Warren and Roske 1978  
 Map after H. H. Hague, 1973



O C E A N



## EXPLANATION OF MAP

The scale of this map precludes many details being recorded. There are 88 entries in the annotated bibliography. Those that travelled well-frequented, named routes are listed below by number next to the letter designating the route on the map.

Parties that travelled by other than what became established routes have been given separate letter designations.

Those parties about which there is insufficient information to be able to plot their routes have been listed as "problematical."

A - Yuma Route: 1, 17, 19, 30, 38, 42, 47, 80, 86

B - Bradshaw Trail: 48

C - Mojave River/Needles Route: 3, 11, 34, 67, 70, 71, 72, 83, 84, 85

D - Mojave River/Amargosa Route (Mormon Road): 5, 7, 12, 13, 15, 20, 21, 22, 23, 24, 27, 28, 29, 32, 35, 40, 41, 44, 46, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 64, 74, 78, 79

E - Desert between Barstow and San Bernardino: 10, 16, 25, 51, 73, 81, 82

F - Armijo (2)

G - Blake (6)

H - Dellenbaugh (18)

I - Ogden (45)

J - Young (87)

K - Walker Pass and Trail: 76

L - Death Valley: 8, 9, 26, 37, 88

Problematical: 4, 14, 31, 33, 36, 39, 43, 62, 63, 65, 66, 68, 69, 75, 77

1. Name: American party

Date: 1833

Region: American merchants and skilled artisans arrived in Southern California via Gila River route, 1833. These immigrants remained in California to become pioneer residents.

Source:

Warner, J. J., "Reminiscences of Early California from 1831 to 1846," Historical Society of Southern California, Annual Publication, vol. 7, 1907-08.

Warner, J. J., An Historical Sketch of Los Angeles County, California, O. W. Smith, Publisher, Los Angeles, 1936.

2. Name: Armijo, Antonio

Date: 1829-30

Region: Pioneering trip from Santa Fe, New Mexico, to Los Angeles, using portions of Dominguez-Escalante route of 1776, Smith route of 1826, Garces route of 1776. First to travel by way of Resting Springs and Amargosa River.

Source:

Armijo's diary is published in Registro Oficial del Gobierno de los Estados-Unidos Mexicanos, Año 1, Tom. II, Num. 54, pp. 205-06, June 19, 1830. The complete diary in Spanish with English translation by Dr. Donald Schmiedel is in E. Warren, "Armijo's Trace Revisited...", #89 in Pt. I Bibliography.

3. Name: Aveita, Don Jose

Date: 1833-34

Region: Santa Fe commercial caravan, 1833-34. Separated to enter "Tulares Valley" (San Joaquin Valley). No data on route to California. Lawless caravan. Leese followed this caravan down Mojave River in fall of 1834.

4. Name: Jim Beckwourth

Date: 1844

Region: On horse thieving trip arrived via Spanish Trail, probably left same way.

Source:

Cf. Warren, Pt. I Bibliography, #89.

5. Name: Christine Bickmore, a member of San Bernardino Mormon colony.

Date: 1853-1856

Region: San Bernardino area and eastern California desert approaches.

Source:

Two letters from Christine Bickmore to Prudence Canfield, easterner, on her life in San Bernardino colony area. Xerox of typescript in LDS church archives, history department, Salt Lake City, Utah.

6. Name: William Blake

Date: Middle and late 19th century

Region: Describes vegetation and countryside including the Colorado and Mojave Deserts.

Source: William Blake's undated diary in Arizona Pioneers' Historical Society, Tucson, Arizona.

7. Name: Henry Green Boyle, Mormon settler at San Bernardino mission.

Date: 1851 to May, 1853

Region: San Bernardino and eastern approaches from Utah.

Source:

Boyle, Henry G.m "Autogiographies and Diaries," Xerox copy of typescript, in LDS Church Archives, history department, Salt Lake City, Utah.

8. Name: Mrs. Juliet Brier

Date: October, 1849 to February, 1850

Region: Mrs. Brier and her family left the Jefferson Hunt party bound for the Los Angeles area by way of Old Spanish Trail and detoured across Central Nevada and Death Valley. The Briers followed the Jayhawkers across the Panamints and southwesterly to the San Francisquito Ranch.

Sources:

Burr, Belden L. (ed.), Death Valley Heroine, Inland Printing and Engineering Co., San Bernardino, California, 195(?). Includes several first hand accounts in addition to Mrs. Brier's.

9. Name: Brier Party

Date: 1849

Region: Death Valley southward to Los Angeles

Sources:

Brier, John Wells, "Death Valley of 1849," Out West (March, 1903), XVIII no. 3.

Brier, Mrs. Juliet Wells, "Mrs. Brier's Story: Death Valley to Los Angeles" in Margaret Long, Shadow of the Arrow, rev. ed., Caxton Press, Caldwell, Idaho, 1950.

Koenig, George, ed., The Lost Death Valley '49er Journal of Louis Nusbaumer, (Bishop, California, Chalfant Press, 1974).

Hafen, Leroy R. and Ann W. Hafen, eds., Journal of Forty-Niners: Salt Lake to Los Angeles, the Far West and the Rockies Historical Series, 1820-1875 II, Glendale, California, 1954.

10. Name: John Brown, toll-road builder in San Bernardino County.

Date: 1863-1864

Region: Roads east of San Bernardino

Source:

John Brown "Diaries of 1863-64" copy in George W. Beattie collection, Henry E. Huntington, Jr., San Marino, California.

11. Name: Richard Campbell trip

Date: 1827

Region: First known trip by American across Central Arizona to Needles and Mohave River, preceding Young by two years. Little information available.

Source:

Reeve, Frank D., History of New Mexico, V. I, n.p. Lewis Historical Publishing Company, Inc., n.d.

12. Name: Kit Carson party of 1848

Date: 1848

Region: Old Spanish Trail in desert California, via Amargosa

Source:

Brewerton, George Douglas, Overland with Kit Carson; A Narrative of the Old Spanish Trail in '48 (edited Stallo Vinton), New York, 1930.

13. Name: Solomon Nunes Carvalho  
Date: 1853-54  
Region: Artist, accompanied Fremont's last expedition. Journeyed to California from Southern Utah via Mormon Road. Met Peg-leg Smith at Kingston Springs.  
Source:  
**Korn**, Bertram Wallace (ed), Incidents of Travel and Adventure in the Far West, The Jewish Publication Society of America, 1954-5715.
14. Name: Jean-Baptiste Chalifoux (also known as Shalifu or Charlevoix)  
Date: 1837-38  
Region: Led party from New Mexico to California via San Gabriel (Cajon Pass). Leader of gang of bandits called "Chaguanoses," "Shawnees," or "Shauanoos." Do not know precise route to California. Left via Tehachapi or Tejon Pass and Mohave River route. Do not know if Needles or Amargosa variant. Stole many horses.  
Source:  
Cf. Warren, "Armijo's Trace," cited above, Part I, #89.
15. Name: Cheesman, David W. and party of travelers  
Date: 1850  
Region: Mormon Trail from Salt Lake City to Los Angeles.  
Source:  
Cheesman, David W., "By Ox-Team from Salt Lake City to Los Angeles, 1850" in Publication of Historical Society of Southern California, 1936, p. 293 following.
16. Name: Mrs. Caroline Barnes Crosby, housewife  
Date: 1854  
Region: Area of San Bernardino Mormon colony, with some reference to California desert area.



## Source:

Crosby, Caroline Barnes, "Memoirs and Journal," folder 3 on reel 1 mentions the San Bernardino Mormon colony area and countryside, in LDS Church Archives, History Department, Salt Lake City, Utah.

17. Name: Richard Dallam, cattle driver

Date: December 5, 1852, to November 7, 1853

Region: A trip from St. Louis to New Orleans to Texas where a cattle herd was assembled and driven by way of El Paso, Tucson, Rena, Gila River, Colorado River Ferry, Warner's Ranch and finally to Los Angeles.

## Source:

Dallam, Richard, "Diary" December 5, 1852, to May 26, 1864. MSS bound in undressed sheepskin, now in Beinecke Rare Book and Manuscript Library, Yale University Library.

18. Name: Frederick Dellenbaugh,

Date: 1876

Region: Sketching trip from southern Utah through southern Nevada to Ivanpah and return. Some sketches published separately; most are on deposit with Arizona Historical Society, Tucson.

19. Name: Duflot De Mofras

Date: 1841-42

Region: Official expedition for French government to evaluate California. Apparently arrived via Gila River-Yuma route.

## Source:

Wilbur, Marguerite Eyer, ed., Duflot De Mofras' Travels on the Pacific Coast, Vol. 1, The Fine Arts Press, Santa Ana, 1937.

20. Name: Howard Eagan

Date: November 18, 1849 - February 23, 1850

Region: Eagan, who had converted to Mormonism, came west with that group to Salt Lake City. From Salt Lake City he led an expedition from Provo to California by way of the Sevier, Santa Clara, and Virgin Rivers to Los Angeles and then south to the San Joaquin and Merced where the journal is interrupted.

Source:

Eagan, Howard, Journal kept by H. Eagan on a trip from Fort Utah (Provo) to California, November 18, 1849 to February 23, 1850, in Beinecke Rare Book and Manuscript Library, Yale University Library.

21. Name: Miles Goodyear

Date: 1846

Region: Pack train loaded with tanned hides brought to southern California via Amargosa Route of Spanish Trail. He sold hides to Fremont.

Source:

Kelly, Charles and Maurice L. Rowe, Miles Goodyear, First Citizen of Utah, Salt Lake City, Western Printing Company, 1937.

22. Name: Miles Goodyear

Date: 1848

Region: Second trip to southern California from Salt Lake area, via Amargosa River-Spanish Trail variant.

Source:

Kelly and Howe, op. cit.

23. Name: Joseph P. Hamelin

Date: April, 1849 to February, 1850

Region: Journal covers the route from Lexington, Missouri, to Salt Lake City over the "southern trail" by way of Virgin River and Cajon Pass.

Source:

Hamelin, Joseph P., "Notes," April 12, 1849 to February 17, 1857. Now in Beinecke Rare Book and Manuscript Library, Yale University Library.

24. Name: Francis A. Hammond, Mormon businessman

Date: Spring, 1856 to April, 1857

Region: Travels from San Pedro to San Bernardino. Describes San Bernardino area in trips out from San Bernardino. In April, 1857, leaves San Bernardino over Old Spanish Trail to Utah.

Source:

Eighth volume of Francis A. Hammond "Journal" is relevant to this study. MSS in microfilm in LDS Church Archives, History Department, Salt Lake City, Utah.

25. Name: Benjamin Hayes

Date: 1854

Region: Descriptions of desert California, especially the San Bernardino area.

Source:

Walcott, Marjorie T., ed., Pioneer Notes from the Diaries of Benjamin Hayes 1849-1875, Los Angeles, privately printed, 1929.

26. Name: Asa Haynes of the Jayhawkers Death Valley Party  
Date: October, 1849 to February, 1850.  
Route: The Jayhawkers were a group of young men who broke off from Captain Jefferson Hunt's party and then went off across south central Nevada to Death Valley and eventually found their way out of Death Valley by way of the region to the southwest, eventually arriving at the San Francisquito Ranch.  
Source:  
"Diary" of Asa Haynes in the Jayhawker Files of Henry E. Huntington, Jr., Library, San Marino, California.
27. Name: Hernandez-Fuentes party  
Date: 1844  
Region: Horse traders, preceded Fremont down Spanish Trail-Amargosa route. Massacred at Resting Springs.  
Source:  
Cf. discussion in Warren, Part I Bibliography, #89.
28. Name: David H. Holladay, Mormon Missionary  
Date: July-August, 1855  
Region: Holladay travelled to San Bernardino and crossed the eastern desert region of California.  
Source:  
David H. Holladay, "Diary," in LDS Church Archives, history department, Salt Lake City, Utah.
29. Name: Jefferson Hunt party, led by Pratt  
Date: 1849  
Region: Pratt led trading party from Salt Lake via Amargosa River route to Cajon Pass. Led by Porter Rockwell on return trip. Party travelled with wagon via same route. Usually represented to be first wagon across Mojave

Desert, but was preceded by Slover-Pope wagons in 1837 (see below).

Source:

Cf. Warren, Part I Bibliography, #89.

30. Name: Louis John Frederick Jaeger (Yaeger or Jaeger), ferryman on the Colorado River

Date: Middle 19th century

Region: Trails through eastern California desert to Colorado River. Jaeger operated a ferry near Yuma.

Source:

Jaeger, Louis, "Diary of L.J.F. Jaeger (Yaeger) ferryman of the Colorado," MSS in San Bernardino County Library.

31. Name: Indian Raiding parties as described by Spanish contemporary

Date: 1810

Region: Indian Desert trails from Colorado River to southern California

Source:

Fr. Jose Maria Zalvidea to Governor Sola, San Gabriel, California, December 9, 1816, item number 1340 in California Miscellaneous Documents, Vol. II in Santa Barbara Mission Library Archives.

32. Name: William H. Jackson

Date: 1866-67

Region: Crossed southern California desert via Mormon Road and returned. Made sketches along route. Sketches owned by National Park Service.

Source:

Hafen, L.R. and A. W. Hafen, eds., The Far West and the Rockies series, X, William Henry Jackson's Diaries, 1866-67 and 1873-74, The Arthur H. Clark Company, Glendale.

33. Name: Harold D. Langley

Date: 1858-1859

Region: Descriptions of California desert between Colorado River and San Bernardino.

Source:

Langley, Harold D. To Utah with the Dragoons and Glimpses of Life in Arizona and California, 1858-1859, (a series of letters), University of Utah, Salt Lake City, Utah, 1974, pp. 139-140, 149, 150-152.

34. Name: Jacob P. Leese

Date: 1834

Region: Leese drove 450 horses out on Spanish Trail in fall of 1834, joined up with annual caravan of that season, but turned back to California because of heavy losses from Indian raid. Probably went via Needles route.

Source:

Day, Mrs. F. H., "Sketches of the Early Settlers of California, Jacob P. Leese," The Hesperian, Vol. II, June, 1859.

Daily Alta California, April 23, 1865, p. 1, c. 2.

35. Name: Amasa Mason Lyman (1813-1877)

Date: 1850-1857

Region: San Bernardino and trails to the east across desert to Utah.

Source:

Lyman, Amasa Mason, "Journal and Papers", 2 feet of microfilm in 5 reels, reel 1 is relevant, in LDS Church Archives, history department, Salt Lake City, Utah.



36. Name: Dr. Lyman of Buffalo with party

Date: 1841

Region: Spanish Trail by way of Las Vegas, Nevada, the Mojave River and on to Los Angeles. Accompanied Workman-Rowland party.

Source:

Farnham, Thomas Jefferson, Travels in the California, and Scenes in the Pacific Ocean, Saxton & Miles, New York, 1844, see pages 312 and following and 371 and following.

37. Name: The Manley-Bennett party of Death Valley

Date: 1849

Region: Death Valley and then southward to San Franciscuito Ranch.

Sources:

Manly, Walter Lewis, Death Valley in '49: An Important Chapter of California Pioneer History, New York, 1929.

Koenig, George, ed., The Lost Death Valley '49er Journal of Louis Nusbaumer, The Chalfant Press, Bishop, California, 1974.

Hafen, Leroy R. and Ann W. Hafen, eds., Journals of Forty-Niners: Salt Lake to Los Angeles, the Far West and the Rocky Mountain Historical Series, 1820-1875, II, Glendale, California, 1954.

38. Name: Dr. John Marsh

Date: 1835-36

Region: Dr. Marsh travelled to California from Santa Fe with an exploring party via Gila route.

Source:

Lyman, George Dunlop, John Marsh, Pioneer, Scribner's Sons, New York, 1930.

39. Name: Santiago Martin and 15 men

Date: 1832

Region: Travelled to California from New Mexico on personal business. Do not know which route. Possibly same man who led small trading party and Quintana's emigrant group to California in 1842.

Source:

Hafen, L.R. and A. W., eds., The Old Spanish Trail, The Far West and Rockies Historical Series, 1820-1875, Vol. I, Glendale: The Arthur H. Clark Company, 1954.

40. Name: William McBride, Mormon Missionary

Date: April, 1855 to May, 1855

Region: Travelled from Santa Clara, California, to Utah via San Bernardino and Spanish Trail to Utah.

Source:

McBride, William B., "Journal", MSS, Vol. 2 in LDS Church Archives, History Department, Salt Lake City, Utah.

41. Name: John McDonald, Mormon Missionary

Date: 1851-1857

Region: San Bernardino Mormon colony and supply and travel routes to the east.

Source:

McDonald, John, "Personal Reminiscences of early Days in Nauvoo and Utah," Xerox copy in LDS church archives, history department, Salt Lake City, Utah.

42. Name: Captain Parker H. French's California expedition,  
in journal of Captain William Miles

Date: May, 1850 to December, 1850

Region: Started from New York City, went by way of New Orleans, El Paso, River Gila to San Diego. Crossed eastern desert area of California.

Source:

Miles, Captain William, Journal of the Sufferings and Hardships of Captain William Miles, Parker H. French's Overland Expedition to California, which left New York City, May 13th by way of New Orleans, Lavocco and San Antonio, Texas, El Paso on the Rio Gila to San Diego on the Pacific, and Landed at San Francisco December 14.

43. Name: Mohave Indian attacks as far west as San Buenaventura Mission over desert trails of eastern California.

Date: 1814

Region: Describes desert trails and travels of Mohave Indians.

Source:

Fr. Jose Francisco de Paula Senan to Governor de la Guerra y Norrega, San Buenaventura, May 30, 1819, item 1819 California Miscellaneous Documents, vol. 2, in Santa Barbara Mission Library Archives.

44. Name: Mormon parties and travelling activities on Old Spanish Trail east of San Bernardino.

Date: 1851-1856

Region: The area of San Bernardino and the Mormon Trail east to Utah.

Source:

Forty-four miscellaneous manuscript letters and newspaper clippings in Salt Lake City records no. 546 in George W. Beattie collection, Henry E. Huntington, Jr. Library, San Marino, California.

45. Name: Peter Skene Ogden

Date: 1828-1829

Region: Ogden, fur trapping, worked his way down the Colorado via the Virgin to the "Gulph of California." He then backtracked to Needles and Mohave River. He avoided the California authorities by remaining east of the Sierras and apparently entered San Joaquin Valley by an undetermined route.

Source:

Scaglione, John, ed., "Ogden's Report of His 1829-30 Expedition," California Historical Society Quarterly, V. 28, 1949, pp. 117-24.

46. Name: Eliza Marie Partridge, wife of co-founder of the San Bernardino settlement, Amasa M. Lyman.

Date: for relevant portions, 1851-1856.

Region: Vicinity of San Bernardino Mormon colony and Spanish Trail route to it from Utah.

Source:

Partridge, Eliza Marie, "Reminiscences and Diary," 1 volume MSS typescript in LDS Church Archives, history department, Salt Lake City, Utah.

47. Name: James Ohio Pattie and others

Date: 1827-30

Region: This party was an offshoot of Yount party of trappers in 1827 along Colorado River. Travelled from Gila as far north as Mohave Indian villages at Needles. Then south to Yuma, entered California by Yuma Trail and were imprisoned. James' father Sylvester died because of poor treatment in jail.

Source:

Cf. Warner, J. J., "Reminiscences", op cit.

Thwaites, R. G., ed., The Personal Narrative of James Ohio Pattie, Cleveland, n. pub., 1905.

48. Name: Ant. M. Pico's report to commissioner J. M. Edmunds from Los Angeles
- Date: June 13, 1863
- Region: Information from travellers gathered on Colorado desert and its roads, particularly Bradshaw's route.
- Source:
- Ant. M. Pico to J. M. Edwards, Los Angeles, June 13, 1862, manuscript in Group 49, Letter copy book April 1853-July 1880, volume 1 in ninth Regional office, National Archives, Laguna Niguel, California.
49. Name: Louisa Barnes Pratt, a member of the San Bernardino colony.
- Date: 1851-1856 (relevant dates of material on eastern California).
- Region: San Bernardino and its approaches to the east from Utah.
- Source:
- Pratt, Louisa Barnes, "Journals and Autobiography," MSS on microfilm, 1 reel, in LDS Church Archives, history department, Salt Lake City, Utah.
50. Name: Francisco Esteban Quintana
- Date: 1843
- Region: Immigrant, brought family from New Mexico in 1843, probably via Amargosa River, Spanish Trail route. Quintana had first come to California in 1841 with Vigil's caravan.
- Source:
- Cf. Warren, Part I Bibliography, #89.
51. Name: Report of J. P. Ramirez of Los Angeles Land Office to Commissioner J. M. Edmunds.
- Date: February 28, 1863.

Region: Desert south and east of San Bernardino, report based on travelers' tales.

Source:

J. P. Ramirez to J. M. Edmunds, Los Angeles, California. February 28, 1863, Manuscript in Record Group 49, Letter copy book, April 1853-July 1880, volume I in Ninth Regional Office, National Archives, Laguna Niguel, California.

52. Jules Remy and Julius Brenchley

Date: 1855

Region: Scientific expedition for French government. Crossed Mojave Desert via Mormon Road.

Source:

Remy, Jules and Julius Brenchley, A Journey to Great Salt-Lake City, 2 vols, esp. V. II, Trip from Salt Lake to Los Angeles, London, W. Jeffs, 1861.

53. Name: Charles Coulson Rich, co-founder of San Bernardino colony.

Date: 1851-1856

Region: San Bernardino and its eastern approaches over the Old Spanish Trail from Utah.

Source:

Rich, Charles Coulson, "Sketches of Charles Rich and Family," 30 feet of microfilm in LDS Church Archives, history department, Salt Lake City, Utah.

54. Name: Mary Ann Phelps Rich, wife of co-founder of San Bernardino Mormon Colony

Date: 1851-1857

Region: Made various trips to and from San Bernardino on Old Spanish Trail.

Source:

Phelps, Mary Ann, "Autobiography," in 1 volume, carbon copy of typescript in LDS Church Archives, History Department, Salt Lake City, Utah.



55. Name: Sarah De Armon Pea Rich, wife of Charles Colson Rich, co-founder of San Bernardino Mormon Colony.

Date: 1851-1856

Region: San Bernardino and Spanish Trail east to Utah.

Source:

Sarah D. P. Rich's "Journal," MSS 2 vols., typescript in LDS church archives, history department, Salt Lake City, Utah.

56. Name: Charles Colson Rich, co-founder of San Bernardino colony.

Date: 1855-1857

Region: San Bernardino settlement and routes to the east to Utah.

Source:

Charles Colson Rich, MSS letters, 7 letters to wife Eliza A. Rich, folder 3, in LDS archives, history department, Salt Lake City, Utah.

57. Name: Orville C. Pratt

Date: 1848

Region: An investigation for U.S. government, followed Old Spanish Trail - Amargosa route described for him by a B. Choteau of Santa Fe.

Source:

Cf. Hafen and Hafen, Old Spanish Trail, previously cited.

58. Name: George Flint Rittenhouse, Flint-Bixby Sheep Drive

Date: October, 1853

Region: Drove sheep into California via Old Spanish Trail, Amargosa River route, 1853. Sheep driven to Santa Barbara County.

## Source:

Rittenhouse, George Flint, Diary, in Annual Publications of the Historical Society of Southern California, 1923.

59. Name: James Henry Rollins, Mormon Missionary

Date: 1849-1858

Region: Started out in Hawaii after a journey from California and then returned to Utah via San Bernardino over Old Spanish Trail. Passed over Spanish Trail several times.

## Source:

Rollins, James Henry, "Reminiscences," typescript in LDS Archives, History department, Salt Lake City, Utah.

60. Name: James Henry Rollins, who travelled with a party of Mormon Missionaries to Las Vegas led by Captain Jefferson Hunt.

Date: October, 1849 - December, 1849

Region: Old Spanish Trail from Southwestern Utah to San Bernardino

## Source:

Rollins, James Henry, "Reminiscences," 1 microfilm roll in LDS Church Archives, History Department, Salt Lake City, Utah, pp. 17-19.

61. Name: Mrs. J. A. Rousseau

Date: November, 1864 - December, 1864

Region: Salt Lake City by Mormon Trail (Old Spanish Trail from southwestern Utah) to San Bernardino. Some descriptions of the route.

## Source:

Mrs. J. A. Rousseau, wife of Dr. Rousseau, "Diary," 21 p. printed, copy in San Bernardino County Library, San Bernardino.

62. Name: Jose Antonio Salazar, commercial caravan  
Date: 1839-40  
Region: Little known of route; did use Cajon Pass.  
Source:  
Cf. Warren, #89 above.
63. Name: Tomas Salazar, commercial caravan  
Date: 1843  
Region: From New Mexico, 165 men and ten families all came to conduct business. Fremont followed this caravan at least part way down Mojave River in spring, 1844.  
Source:  
Cf. discussion in Warren, above, Part I, Bibliography, #89.
64. Name: San Bernardino, original party sent to found the Mormon colony.  
Date: 1851  
Region: Old Spanish Trail from Utah to San Bernardino, California  
Source:  
Pratt, Parley P., Autobiography of Parley P. Pratt, Desert News Press, Salt Lake City, Utah, 1950, copy in LDS Church library, Salt Sake City, Utah.
65. Name: Antonio Santi-Estevan  
Date: 1831  
Region: Commercial caravan from Santa Fe; definite route not known  
Source:  
Dept. State Papers, Ben. Pref. y Juzg, 76 MS, California Archives, Bancroft Library.

66. Name: William Slover and Isaac Pope party

Date: 1837

Region: Immigrant party, brought first wagons safely across California desert. Don't know route; probably a variant of Spanish Trail and Cajon Pass. Both men became important pioneers in Southern California. They brought with them their immediate families (women were of Spanish extraction). These would be the first Hispanic women known to have come to California via the Spanish Trail.

Source:

Cf. Warren, #89 above.

67. Name: Jedediah Smith

Date: 1826-27

Region: Two trips to California from Virgin River area of Utah, in attempt to open California seaports to interior fur trade. Crossed Colorado at Needles, worked via Mohave Indian trail to Mojave River and into California by Indian trail in 1826, by Cajon Pass in 1827. In both years, left Los Angeles area via Cajon Pass, skirted San Gabriel Mountains to Tejon Pass and into southern San Joaquin Valley.

Source:

in Morgan, Dale L. and Carl I. Wheat, previously cited above in Part I Bibliography, #62. (Jedediah Smith and his Maps of the American West, California Historical Society, San Francisco, 1954.)

68. Name: Thomas L. "Peg-Leg" Smith

Date: 1828-29

Region: In early 1829, took season's furs to Los Angeles to market from Virgin River. Do not know by what route, probably Mohave River.

Source:

Humphreys, Alfred Glen, "Thomas L. (Peg-leg) Smith," in The Mountain Men and the Fur Trade of the Far West series, LeRoy R. Hafen, ed., Vol. IV, pp. 311-30, The Arthur H. Clark Company, Glendale, 1966.

69. Name: Joseph B. Tyler

Date: 1872-1891

Region: Wagon roads and Railroads of San Bernardino County to the Colorado River.

Source:

J. B. Tyler, undated "Diary" of 133 pp. in the San Bernardino County Library, San Bernardino, California, compiled by Mrs. C. E. LaFuze.

70. Name: John Udell with an emigrant train using Beale's Wagon Road

Date: 1858-1859.

Region: Udell accompanied a party which reached the Mohave country and turned back to Santa Fe in 1858. The next year, 1859, Udell returned over Beale's road and became one of the few immigrants to reach California then over the 35 Parallel Route.

Source:

Udell, John, John Udell Journal Kept During A Trip across the Plains Containing an Account of the Massacre of a Portion of His Party by the Mojave Indians in 1859 (Los Angeles: N. A. Kovach, 1946).

71. Name: Francisco Estevan Vigil

Date: 1841-42

Region: Led commercial caravan into California from New Mexico probably by way of Needles and Cajon Pass; returned by same route.

Source:

Cf. Warren, #89 above.

72. Name: Francisco Estevan Vigil

Date: 1847-48

Region: Last commercial caravan from New Mexico to use Spanish Trail: Needles variant. Drove 4600 horses back to New Mexico.

Source:

Cf. Reeve, op. cit.

73. Name: Juan Jesus Villapando, also known as "Chino Pando"

Date: 1832-33

Region: Horsethief band, invaded California, escaped via Cajon Pass. Antonio Avila captured band along Mojave River.

Source:

Lawrence, Eleanor, "Horse Thieves on the Old Spanish Trail," Touring Topics, January, 1931.

74. Name: Walkara or Wakara, Ute Chieftain

Date: 1840

Region: Entered southern California on horse raid, 1840, accompanied by mountain man Jim Beckwourth, Old Bill Williams, and others. Left via Cajon Pass and were tracked by Carillo to Bitter Springs.

Source:

Cf. discussion in Warren, #89.

75. Name: Walkara

Date: 1845

Region: Horse thief, entered via Mohave Indian, Cajon Pass route.

Source:

Beattie, George W. and Helen P., Heritage of the Valley, Pasadena, San Pasqual Press, 1939.

76. Name: Joseph Walker

Date: 1833-34

Region: Entered California via Owens Valley, discovered pass which bears his name, went north to Monterey area. Returned to States via same route.

Source:

Cf. Ewers, "Adventures of Zenas Leonard, cited in Part I, #37.



77. Name: Joseph Walker  
Date: 1841  
Region: Horse trading trip to Southern California, Los Angeles and San Diego. Routes used are not known.
78. Name: Joseph Walker  
Date: 1844  
Region: Walker was horse trading in Southern California in 1844. He followed Fremont down Spanish Trail along Mojave River. Caught up with Fremont at Mt. Meadows, Utah.  
Source:  
Cf. Report of Fremont's third expedition, cited in Part III above.
79. Name: Joseph Walker  
Date: 1848  
Region: Drove horses and mules to Utah for sale. Amargosa River route. Caught up with Carson and Brewerton camped at Amargosa River.  
Source:  
Cf. entry above in re. Kit Carson Party, 1848. Brewerton, op. cit.
80. Name: L. N. Weed  
Date: April, 1849 - October, 1849  
Region: Reached Galveston from New York by ship. Left on overland on southern route by way of El Paso, Dona Ana, Tucson, Pima, Gila River, Warner's Ranch, Los Angeles and then up to Stockton and the mines.  
Source:  
MSS of 115 pp. in original boundary. L. N. Weed, "Narrative of a Journey to California in 1849, by Steamer to Galveston, Texas, and Overland to Los

Angeles and the mines by the Southern Route, March 8 to October 26; A Brief Account of his stay at the mines, with a journal of the Weather in California, November 1, 1849 to September 30, 1850; and his return to New York by Nicaragua and Havana, September 29 to December 30, 1850," in Beinecke Rare Book and Manuscript Library, Yale University Library.

81. Name: Michael White, settler along Old Spanish Trail in San Bernardino County.

Date: 1840's

Region: Land east of San Bernardino along the Old Spanish Trail.

Source:

Muscupicalbe No. 75, transcript of proceedings before the U.S. Land Commission (1850's) item 79 in Box 6 of George W. Beattie collection, Henry E. Huntington, Jr. Library, San Marino, California.

See also: California All the Way Back to 1328. Written by Thomas Savage for the Bancroft Library, 1877. Introduction and Notes by Glen Dawson, Los Angeles, Glen Dawson, 1956.

82. Name: Benjamin D. Wilson

Date: 1845

Region: Chased bandit, Joaquin, down Mojave River via Mohave Indian trail and killed him along river.

Source:

Cf. Wilson "Narrative" summarized in Hafen and Hafen, Old Spanish Trail, previously cited.

83. Name: William Wolfskill - George C. Yount Party, mountain men.

Date: 1831

Region: Colorado River - Needles variant of Old Spanish Trail over California Desert. First party to remain on right bank of Colorado River below Virgin River.

## Source:

Camp, Charles, ed., George C. Yount and his Chronicles of the West, comprising Extracts from his Memoirs and from the Orange Clark Narrative, Old West Publishing Company, Denver, 1966, pp. 85-128. Original MSS in Henry E. Huntington Library, San Marino, California

See documents in L. R. and A. W. Hafen, eds., Old Spanish Trail (Vol. I in The Far West and Rockies Historical Series, 1820-1875, A. H. Clarke and Co., Glendale, California, 1954, p. 19 and following.

84. Name: William Workman and John Rowland Party

Date: 1841-42

Region: Emigrant party came into California with their Hispanic wives. Group numbered 134. Entered California via Needles route. They drove 150 sheep to furnish food for caravan, detoured perhaps via Tejon Pass to avoid hostile Indians.

## Source:

Cf. discussion in Warren, Part I, #89.

85. Name: Ewing Young

Date: 1829

Region: In August, 1829, Young's party, including Kit Carson, left Taos, trapped Rio Verde near Zuni pueblo. Young led small party directly westward to California, striking Colorado River near Needles; over to Mohave River, up to Cajon Pass. Returned by same route.

## Source:

Hill, J. J., "Ewing Young in the Fur Trade of the Far Southwest, 1822-34", Oregon Historical Quarterly, XXIV, March, 1923.

86. Name: Ewing Young  
Date: 1831-32  
Region: Returned to New Mexico via Gila River route. Trapped Gila River on return. Accompanied by David Waldo and David Jackson.  
Source:  
Hafen, L.R. and A. W., eds., The Old Spanish Trail, The Far West and Rockies Historical Series, 1820-1875, Vol. I., The Arthur H. Clark Company, Glendale, 1954.
87. Name: Ewing Young  
Date: 1833-34  
Region: South via San Joaquin Valley, Tehachapi Pass to Elizabeth Lake, east side of San Gabriel Mts. and Cajon Pass. Left California via Gila River route.  
Source: Warner's "Reminiscences," op. cit.
88. Name: Sheldon Young of the Jayhawker Death Valley Party.  
Date: October, 1849 - February, 1850  
Region: The Jayhawkers were a group of young men who broke off from Captain Jefferson Hunt's party and then went off across south central Nevada to Death Valley and eventually found their way out of Death Valley by way of area to the south-east and ended the trip at San Francisquito Ranch.  
Source:  
"Log" of Sheldon Young in the Jayhawker Files of Henry E. Huntington, Jr., Library, San Marino, California.



PART IV. Early Automobile Roads





Part IV, Early Automobile Roads, is included at the special request of Mr. Wes Chambers, Assistant Director of the Bureau of Land Management Desert Planning Unit. This period is well beyond the 1880 termination date of this study.

Many maps cited in earlier parts of this study should also be consulted in any intensive study of these roads. The bibliography following contains some of the more important entries from Parts I-III above, to simplify reference to them.

Due to restrictions of time and funds, it was not possible to analyze these data for this contract. Xerox copies of these maps are included in the map portfolio accompanying this report. These copies are poor, but should tell other researchers if the map would be useful in their studies.

Other references, not single maps, which are of value in early 20th century road studies include Brown (1920), Mendenhall (1909), Thompson (1927), cited previously. L. Burr Belden's article, "Las Vegas Jaunt 40 Years Ago" (San Bernardino Sun-Telegram, June 24, 1962, sec. D-2) helps understand the several roads labelled "Arrowhead Trail" on early maps. The WPA Guide Series is very helpful, providing tables of distances between points of interest.

The study of early automobile roads can also be pursued in photographic collections. The Bancroft Library collections of relevant photographs include:

Graves, R. D., photo collection on transportation, 1890's to modern. Collection mounted in albums and identified. Mainly railroads.

Packard, Walter Eugene collection. Photo #12356. Ford's Well, Chuckwalla Valley.

## BIBLIOGRAPHY

## Automobile Club of Southern California

## California, State

Touring Bureau, Route and Map Service Department,  
Principal Automobile Roads of California, Los Angeles,  
1912  
Extant: Automobile Club of Southern California Archives.

Road and Map Service Department, Automobile Road Map,  
Touring the State of California Showing the State  
Highway System, Boulevards and Good Roads, Los Angeles,  
1917.  
Extant: Automobile Club of Southern California Archives.

## California, County

Touring Bureau Route and Map Service, Automobile Road  
Map of Imperial County, California, Los Angeles, 1919.  
Extant: Automobile Club of Southern California Archives.

Imperial County Office, Imperial County General Information  
for the Resident and Visitor Within the County, Map on  
page 12, ca. 1920

Inyo-Sierra Region of California Outing Map, Los Angeles,  
1939.  
Extant: Automobile Club of Southern California Archives.

Touring Bureau Route and Map Service, Automobile Road  
Map of Riverside County, California, Los Angeles, 1917.  
Extant: Automobile Club of Southern California Archives.

Route and Map Service Department, Principal Automobile  
Routes of San Bernardino County, California, Los Angeles,  
1919.  
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## Arrowhead Trail

Touring Bureau, Arrowhead Trail from Salt Lake City, Utah  
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to Los Angeles, California, Los Angeles, 1923.  
Extant: Automobile Club of Southern California Archives.

- Bedford, T.A. and George Cromwell, Map of San Diego County, California, 1909, San Diego, Rodney Stokes Co., Inc.  
Extant: California State Library.
- Fletcher, Austin B., Roadmap, Sacramento, State of California Department of Engineering, 1918.  
Extant: Los Angeles Public Library
- McAllister, R. W., Map of California Trails to Wealth, Showing Old Trails, Mines, Oil Wells, Parks.  
Extant: Los Angeles Public Library.
- Romantic Heritage of Inyo-Mono, n.p., no pub., stamped 1965.  
Extant: Los Angeles Public Library, County Pamphlet File
- Rueger, Henry, Rueger's Automobile and Mine's Road Map of Southern California, 1903.  
Extant: Los Angeles Public Library
- Thurston, Albert G., Thurston's Auto-Highway, Mountain and Desert Map, 1919, Pasadena.  
Extant: San Diego Public Library
- Thurston, Albert G., Desert Map, Pasadena, 1915.  
Extant: Los Angeles Public Library
- Von Haake, A., Post Route Map of the States of California and Nevada, Washington, D. C., Postmaster General, March 1, 1910.  
Extant: Los Angeles, Public Library.



PART V. Resource Centers





## A. Institutions Reporting No Archival Holdings

Aerojet-General Corporation  
Azusa Public Library  
Azusa, California

Bakersfield College (has archival holdings but none relevant)  
Bakersfield, California

Bishop Museum and Historical Society  
Laws Railroad Museum and Historical Site  
Bishop, California

Brawley Public Library  
Brawley, California

Inyo County Library  
Independence, California

Kern County Museum (has archival holdings but none  
relevant to desert trails)  
3801 Chester Avenue  
Bakersfield, California

Palo Verde College Library  
Palo Verde District Library  
Blythe, California

Riverside City and County Library  
Pioneer Historical Society of Riverside  
Riverside, California

San Bernardino Public Library  
San Bernardino Valley College Library  
San Bernardino, California

U.S. Air Force Flight Test Center,  
Technical Library  
Edwards Air Force Base, California

B. Institutions with Archives and Photographs on California  
Desert Area

Automobile Club of Southern California  
605 W. Olympic Blvd.  
Los Angeles, California 90015

Bancroft Library  
University of California  
Berkeley, California

Banning Public Library  
21. W. Nicolet  
Banning, California 92220

Beaumont District Library  
125 E. 8th St.  
Beaumont, California 92223

California State Library  
Sacramento, California

The Claremont Colleges  
Honnold Library  
Claremont, California 91711

Eastern California Museum  
155 Grant Street  
Independence, California 93526

Franciscan Archives  
Santa Barbara Mission  
Santa Barbara, California  
Franciscans replaced Jesuits in 1767.

George W. Beattie Collection  
Henry Huntington Jr. Library  
San Marino, California

Imperial Public Library  
200 W. 9th St., Box 38  
Imperial, California 92251

Jesuit Archives  
American Division, Jesuit Historical Institute  
Arizona State Museum  
University of Arizona  
Tucson, Arizona 85721  
Charles W. Polzer, S. J.

These archives were recently deposited in the Arizona  
State Museum by the College of Jesuits in Rome. Jesuits

preceded the Franciscan fathers in the Southwest. Some material may be relevant to the California desert. Fr. Polzer, in a letter to Elizabeth N. Patrick, April 15, 1977, indicated that much of the material is already available at the Bancroft Library. There is a bibliographic project in preparation entitled, "Documentary Relations of the Southwest."

Latter Day Saints Church Archives  
Historical Department  
Salt Lake City, Utah

Los Angeles Public Library  
630 W. 5th Street  
Los Angeles, California 90017

Mohave River Valley Museum  
Barstow, California  
Much local material, not catalogued

National Archives, Ninth Regional Office  
24000 Avila Road  
Laguna Niguel, California 92677

Redlands A. K. Smiley Public Library  
P.O. Box 75  
Redlands, California 92373

San Bernardino County Library  
104 W. 4th Street  
San Bernardino, California 92415

San Diego Historical Society  
Serra Museum and Library  
Presidio Park, P.O. Box 81825  
San Diego, California 92138

San Diego Public Library  
California Room  
820 E Street  
San Diego, California 92101

Santa Barbara Historical Society Library  
John L. Von Blom Photos  
136 East De la Guerra St., P. O. Box 578  
Santa Barbara, California 93102

Sherman Foundation Library  
614 Dahlia Avenue  
Corona del Mar, California 92625

Title Insurance and Trust Co. Archives  
 Archivist Larry Booth; 25 photos 1904-1912  
 San Diego, California

U.S. Borax Company  
 Wilshire Blvd.  
 Los Angeles, California

United States Geological Survey  
 Photographic Library  
 Denver, Colorado

University of California, Los Angeles  
 Geology Department  
 Aerial Photographic Collections of Fairchild  
 Aerial Surveys, Spence Aerial Surveys

University of Nevada, Las Vegas  
 Library, Special Collections Department  
 4505 Maryland Parkway  
 Las Vegas, Nevada 89154  
 Chester A. Longwell collection, mostly  
 uncatalogued, but available. Many old maps,  
 field notes of this early-day geologist.

University of Nevada, Las Vegas  
 Museum  
 4505 Maryland Parkway  
 Las Vegas, Nevada 89154  
 Rathbun Collection  
 Frank Rathbun was an engineer for the Los  
 Angeles Department of Water and Power in the  
 1930's for construction of the transmission  
 lines between Hoover Dam and Los Angeles.  
 His detailed field notebooks and many negatives  
 are on file at the UNLV Museum. He was interested  
 in archaeology and his notebooks include many  
 petroglyph site descriptions, rock alignments  
 noted, etc.

Bureau of Land Management  
Library  
Bldg. 50, Denver Federal Center  
Denver, CO 80225

POWER'S CARD

Resources of the California  
1776-1980

NUMBER	OFFICE	DATE RETURNED

(Continued on reverse)









Contour interval 500 feet  
 Dotted line represents the 100 foot contour  
 National geodetic datum of 1929  
 Ocean depths at 100 fathom interval  
 California Albers State Plane map

LEGEND		SOURCE DATA		POPULATION KEY	
●	State capital	—	1:50,000 scale	•	over 200,000
○	County seat	—	1:250,000 scale	○	100,000 to 200,000
—	City limits	—	1:100,000 scale	○	75,000 to 100,000
—	County boundary	—	1:50,000 scale	○	50,000 to 75,000
—	State boundary	—	1:250,000 scale	○	25,000 to 50,000
—	National park	—	1:50,000 scale	○	Population under 25,000
—	National monument	—	1:50,000 scale		
—	National reservation	—	1:50,000 scale		

prepared by  
 desert planning staff  
 may 1977





# CALIFORNIA

# DESERT

# CONSERVATION

# AREA

## LEGEND

CALIFORNIA DESERT TRAILS AND WAGON ROADS  
1776 - 1880  
BY ELIZABETH VON-TILL WARREN

- I: YUMA ROUTE
  - A- LOS ANGELES
  - B- SAN DIEGO
  - C- SACKETT'S WELL TO TORRES - MARTINEZ
  - D1- SMITH'S SURVEY
  - D2- CASTLE DOME CUTOFF
  - D3- SOUTHERN PACIFIC RAILROAD WAGON ROUTE
- II: LA PAZ / EHRENBERG LOS ANGELES ROUTE
  - A- BRADSHAW TRAIL
  - B- FRINK'S ROUTE
- III: SAN BERNARDINO COLORADO RIVER ROUTE
- IV: WEAVER'S ROUTE
- V: MOJAVE RIVER ROUTE
  - A- SOUTH FORK  
(SPANISH TRAIL, FORT MOJAVE ROAD, GOVERNMENT ROAD)
  - A1- CUTOFF TO SALT LAKE CITY ROAD
  - A2- EL DORADO CANYON CUTOFF
  - A3- STODDARD WELL ROAD
  - A4- SAN BERNARDINO - PANAMINT ROAD  
(NADEAU'S CUTOFF, MYERSTEIN'S ROAD)
  - B- NORTH FORK  
(SPANISH TRAIL, SALT LAKE ROAD, MORMON ROAD)
  - B1- KINGSTON CUTOFF
  - B2- COX'S CUTOFF
- VI: OWENS RIVER ROAD
  - A- STAGE ROAD - LATE 1860'S
  - B- CERRO GORDO MINES ROAD
  - C- COSO MINE ROAD
  - D- SLATE RANGE ROAD
  - D1- CACHE CREEK ROAD
  - D2- WHITE ROCK CREEK
  - E- WALKER PASS ROAD
  - F- TEHACHAPI PASS ROUTE
  - F1- NORTH BRANCH - 1870'S
  - F2- SOUTH BRANCH - 1860'S
  - G- TEJON PASS ROAD
  - H- SOLEDAD CANYON ROAD
  - I- SOUTHERN PACIFIC RAILROAD ROUTE
  - J- PANAMINT PACK TRAIL
  - K- LOS ANGELES TO PANAMINT ROAD
  - L- LOOKOUT TRAIL
  - M- AMARGOSA MINES TO IVANPAH ROAD
  - N- IVANPAH TO PROVIDENCE (NOT SHOWN)
  - O- PROVIDENCE TO OLD GOVERNMENT ROAD (NOT SHOWN)

