

SPANISH TRACES



Volume 18

Autumn 2012

No. 2

California Energy Commission Report Strongly Supports OSTA Position On Solar Plant Impacts



OSTA opposes the construction of two proposed towers at the Hidden Hills plant that would tower 750 feet above the desert floor, nearly three-fourths the height of the Empire State Building. Shown above is a solar generating tower under construction in the Ivanpah Valley, about 40 miles southeast of the proposed Hidden Hills solar plant. By comparison, the Ivanpah towers are 400 feet tall. The developer for both plants is BrightSource, LLC. The two Hidden Hills towers will be surrounded by a total of 170,000 large mirrors that focus the sun's rays on a boiler at the top of the tower. The heat generates steam that drives turbines, which generate electrical power. The industrial-scale site at Hidden Hills, with its mirrors and towers, will occupy more than 3,000 acres. That site falls across segments of the Old Spanish Trail and the later Mormon Road, a wagon trail that led from Utah to California. OSTA is an intervener with the state of California, documenting the adverse impacts the Hidden Hills plant would have on the Old Spanish Trail. **See story on page 8.**

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THE OLD SPANISH TRAIL ASSOCIATION

The Old Spanish Trail (OST), one of America's long distance pioneer trade routes, is recognized by Congress as a National Historic Trail. From 1829 to 1848, traders and pack mules followed the OST on a six-week trek from northern New Mexico to Southern California, where woolen goods from New Mexico were swapped for horses and pack stock raised on California's ranchos. Many took the trail – traders, frontiersmen, trappers, families, military expeditions, and Indian guides.

The mission of the Old Spanish Trail Association (OSTA) is to study, preserve, protect, interpret, and promote appropriate use of the Old Spanish National Historic Trail (OSNHT). OSTA promotes public awareness of the OSNHT and its multicultural heritage through publications, a website, and interpretive activities; by encouraging research; and by partnering with governments and private organizations. We encourage you to join OSTA, help in trail preservation, and increase appreciation of the multicultural heritage of the American Southwest.

Visit the OSTA Website
www.oldspanishtrail.org

The OSTA website has an interactive map highlighting scenic trail locations and is the place to go for both general background and recent news on the OSNHT and OSTA. The site contains maps, an overview history of the trail including a bibliography, a listing of relevant books with links to sites where they can be purchased, and a regularly updated news page that contains links to government reports, activities of the OSTA members and other news related to the trail. The web page also links to National Park Service (NPS) and Bureau of Land Management (BLM) sites that have links to public documents and maps of the OSNHT. Copies of the DVD *Old Spanish Trail Suite*, a CD of back issues of *Spanish Traces*, books and pins can be purchased from the site. Memberships (new or renewal) may also be paid on the OSTA website.

Spanish Traces is the official publication of the Old Spanish Trail Association (OSTA), a nonprofit 501(c)(3) organization, incorporated under the laws of the State of Colorado. *Spanish Traces* welcomes submission of articles, book reviews, and OST related news. OSTA assumes no responsibility for statements or opinions of contributors. *Spanish Traces* is copyrighted to OSTA in its entirety, but copyright to individual articles is retained by the author. The next deadline for submissions is November 10, 2012. All matters relating to *Spanish Traces* should be directed to the OSTA Editor.

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OSTA Membership

Individual	\$25/year
Family	\$30/year
Sustaining	\$50/year
Student	\$12/year
Institutional	\$30/year
Life (single or couple)	\$250
Corporate	\$100/min

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President's Corner

by Reba Wells Grandrud
OSTA President

In the last issue of *Spanish Traces*, I previewed a challenge to the OSTA board, requesting "... our Association Manager, Dennis Ditmanson, and the OSTA Board (including myself) to agree that we will spend the next 12 to 15 months seriously thinking about how we as individuals and as a non-profit volunteer organization can move the Association forward significantly."

I am pleased to tell you that the challenge was accepted. At two ensuing meetings, the board worked well together, staying in sessions until decisions were reached and plans formulated. We agreed that we had come a long way from our 1994 beginning as a non-profit, but we were facing major challenges. Our membership is holding steady, but not showing substan-

tial growth. We have individuals and chapters working, but most of the eleven chapters are struggling, often with one or two people trying to keep everything going. We have not had a full elected national board for several years, and we have been unable to secure candidates for some board positions—**Colorado and California are vacant at this point.**

Communication to OSTA membership and the public is an ongoing concern. Our public website and the board website are constantly being upgraded and enhanced; we publish three issues of *Spanish Traces* each year; and we utilize email and conference calling for board and committee work. In July, OSTA's first electronic newsletter was sent to everyone on the membership roster and our Facebook page was created. But for an all-volunteer national board, meeting face to face is costly in time and money, and the current \$200 available to each board member for travel is woefully inadequate. It is imperative that we make use of our collective time at every meeting.

Collaborative efforts and partnering are key components of OSTA efforts. On all levels, we continue to work with others who have a stake in the preservation and enjoyment of trails--national, regional, state, and local. OSTA treasures its good working relations with the National Park Service, the Bureau of Land Management, and the

President's Corner continued on page 4

U. S. Forest Service—no question there. As we face the massive proliferation of renewable energy projects on public lands along the entire length of the historic trail, it is safe to say that everyone feels a bit overwhelmed. OSTA has a proven track record in good trail stewardship and we want to continue and appropriately expand that role. Challenges abound.

Since 2008, the Association has had one paid employee: the Association Manager. This position is possible through a continuing Cooperative Agreement with the National Trails Intermountain Region (NTIR) Office in Santa Fe. Donald Davidson of Washington, DC, became the first Manager in October 2008; followed in April 2009, by Don Mimms of Pueblo, Colorado. Since January 2011, Dennis Ditmanson of Las Vegas, New Mexico, (“**the other Las Vegas**”), has worn that appellation.

In Richfield in June, the collective thinking became: Why don't we

let the Manager manage the operation? Utilize more fully his significant managerial skills? And, let's quit talking about active committees—let's make them happen! The consensus was clear: OSTA was moving toward real organizational transformation.

The board committed to considering three drastic changes and voted for the preparations to begin. Initially, this means expanding the Association Manager's role; reorganizing and (totally) revitalizing the committee structure; and for the next three years of annual meetings, utilizing different venues and meeting dates for more tangible organizational benefits. Perhaps, a more accurate description of what we have decided to do would be “a departure from ‘what we've always done.’”

First, fall meetings for the next three years:

- Southern Arizona in early November 2013 in conjunction with the 14th National Trails Conference (planning commit-

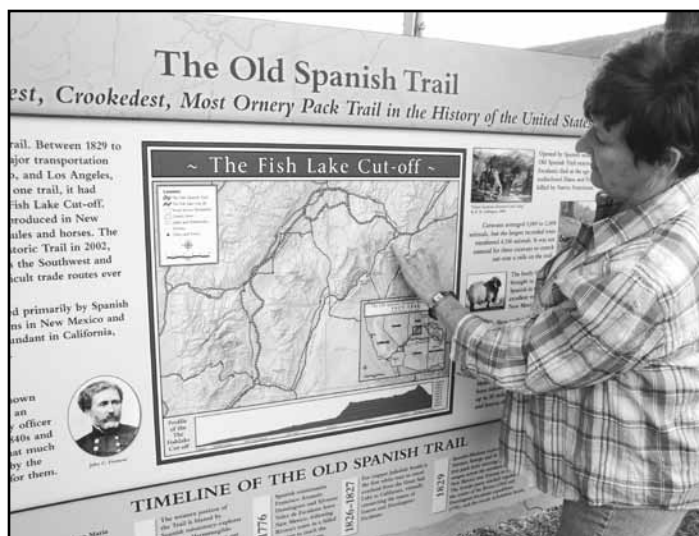
tee meeting in August 2012);

- Las Vegas, Nevada in October 2014 as part of the 150th statehood celebration for Nevada (Ashley Hall and Liz Warren, Nevada Chapter);
- Santa Fe in September 2015 in conjunction with Santa Fe Trail and El Camino Real de Tierra Adentro associations (Pat Kuhlhoff and Margaret Sears, Salida del Sol Chapter).

The next board meeting will be in Phoenix and Gilbert, Arizona, September 27-29, 2012. We hope chapter leadership will attend, and everyone is welcome at board sessions and special events. The agenda includes the annual review of the 2009 Strategic Plan and discussion/adoption of organizational changes.

WATCH FOR UPDATES: a new role for the Association Manager; improved structure, goals, expectations, and empowerment of standing/*ad hoc* committees; and preliminary conference plans for the next three years. ♦

OSTA Secretary Judy Nickle traces the Trail on the Fish Lake Cut-off sign during the conference at Richfield, Utah in June.



Manager Musings

by **Dennis Ditmanson**
Association Manager



First off, a big thank you to David Ogden, Leo Lyman, Lydia Jakovac, and Steve Heath for the great job they did in putting together the recent Conference in Richfield, Utah. The program was great, the facilities were wonderful, and the special events were inspiring. I especially enjoyed the Dutch oven cooking and the flag ceremony honoring four groups with historic ties to the Old Spanish Trail. Great job folks!

President Reba will be addressing changes in the operation of the Association and a renewed emphasis on committee activities in her remarks in this issue of *Spanish Traces*. As I was considering what I wanted to “muse” about, I received an email from Mark Henderson dealing with the issue of protection of the Old Spanish

Trail. Mark has agreed to assume the chairmanship of a committee that will focus on actions affecting the trail and the question came up as to what to call this group. Stewardship Committee gets my vote.

“Stewardship” seems to have an elusive definition. I found one that said “The careful and responsible management of something entrusted to one’s care.” Not bad. And another, “...an ethic that embodies responsible planning and management of resources.” OK, but pretty bureaucratic. But the one I liked best was, “The responsible overseeing and protection of something worth caring for.” I think we would all agree that the Old Spanish Trail is something worth caring for and that OSTA surely has a role to play in its protection.

Actions affecting the Trail are proliferating at an alarming rate. Energy development projects are popping up in nearly every Trail state as are such things as cell towers, road projects, resource management plans, urban development, etc. At the last couple of Board meetings we have heard from agency staff that they are simply not able to keep up with the flood of documents requesting comments. Enter the OSTA Stewardship Committee. Mark has prepared a very comprehensive set of guidelines for how and why the committee should function. Among those is a discussion of the makeup of the group. It should include a Board Member and at least one person from each of the trail states. Each chapter should appoint

a preservation (or stewardship) officer who will become a member of the committee. There will be agency representatives from, at the very least, the National Park Service and the Bureau of Land Management, but should also include other federal and state land management entities, state and tribal historic preservation officers, and even county and local government. Why so many? To help assure that any action affecting the Trail will be noticed and be brought to the attention of the Association.

Ambitious? Of course, but remember the Trail “is worth caring for.” And remember also that each and every member of the organization has a role to play. When you see or hear of something that could potentially affect the Trail, alert your chapter, your State Director, the committee, or me. Somehow I doubt that Mark would mind if his committee had as members all 400-plus of you who are on the rolls of the Association. Watch for more developments on this issue as the Board takes up the task of reconstituting the committee structure and developing operational guidelines for each group. ♦

Chapter Reports

Salida Del Sol

Several members of the Salida del Sol Chapter of OSTA went to the national conference in Richfield, Utah in June. We had a great time and learned so much more about the trail and its issues. We especially enjoyed the field trip to the Fish Lake Cutoff; it is always a treat to get on the trail somewhere else.

Our chapter went on a field trip in June to Chamita, NM located at the confluence of the Chama and the Rio Grande. We saw one of the oldest and first acequias in New Mexico, built by Onate's settlers in 1598. What a thrill that was for us historians! Our hosts Pat and Ron Rundstrum demonstrated how to pack a mule and how to tie some of the knots used in that process, along with more history of the area

and the packing tradition. It was a beautiful morning under the cottonwoods. After the presentations we all went to lunch together.

In mid-July, Pat Kuhlhoff and Mark Henderson met with the Taos Field Office BLM folks, Tammy Torres, Merrill Dicks and Ernesto Hurtado, along with Aaron Mahr and Susan Boyle from the NPS office, to discuss ways of working our partnerships into a more active arrangement. We'll meet again in September to discuss some specific ideas for the northern New Mexico segments of the OST.

The following week, Pat and her geologist friend Michael Bourque scoped out the route for the August field trip. They started at the Plaza in Santa Fe and went north to Navajo Canyon and then to the top of the mesa, "for one of the most

spectacular views I have ever seen in New Mexico and that's saying something around here!" says Pat. Mike will lead the trip on Saturday August 25 and we'll see the trail from a geologist's perspective.

State Director Margaret Sears, Vice President Mark Henderson, and President Pat Kuhlhoff went on another scoping trip to the El Vado Lake area looking for the trail and perhaps some new trail partners in that area.

Salida Del Sol Chapter, OST, and the End of the Trail Chapter, SFTA, and CARTA folks have been meeting for several months to plan for the September 2015 Three Trails conference in Santa Fe.

It has been a busy and fruitful summer for our chapter. ♦

Pat Kuhlhoff, President SDS

William Workman

Four members of the Chapter namely, President William Ramsey, Secretary David Fallowfield, Director John Thompson and his wife Anne attended and enjoyed the recent annual OSTA conference in Richfield, Utah. We all thought it was an extremely well organised conference and program of interesting subjects and events.

We were pleased we made the effort to attend the opening reception up at Fish Lake – what a place! Richfield itself was a delight and

left us very impressed with "small town" Utah and the Sevier Valley Center was second to none as a conference venue. The Dutch oven dinner and the Saturday night banquet were memorable to say the least. We enjoyed meeting the entertainer Clive Romney, whose ancestors were from Dalton in Furness in Cumbria which is only 4 miles from Ulverston where Bill Ramsey lives. Small world!

Post-conference John and Anne headed for Kansas to visit relatives before returning to Las Vegas from where they flew home. Bill and

David headed north into Wyoming and followed the Oregon-California Trail thru South Pass. Then they travelled up the Wind River and over Togwotee Pass and down into Grand Teton National Park. The following day they visited Craters of the Moon National Monument, Idaho, in the early morning before reaching Sacramento late in the afternoon – a long drive!

On returning to England we have updated our fellow chapter members who were not able to attend with the news of what a wonderful

Tecopa Chapter Continues Engagement With Government Agencies

Hidden Hills Solar Plant. The Hidden Hills Solar Electric Generating System, a massive, proposed industrial solar generating plant, with towers 750 feet high (3/4 the height of the Empire State Building) falls athwart portions of the Old Spanish Trail (OST) in California's Mojave Desert. The plant would also impact nearby springs that provided water to users of the Trail and the later wagon road that followed the same route.

The Tecopa Chapter became an Intervener in the California Energy Commission's (CEC) licensing process for this proposed plant. In April, the chapter filed a fully documented, 53-page, illustrated cultural resources report on the OST in the project area, detailing the trail route and the adverse impacts that would result from construction of the solar plant. The report is available at www.energy.ca.gov/sitingcases/hiddenhills/documents/others/2012-04-27_Jack_Prichett_OSTA_Cultural_Rsources_Report.pdf. The report will be considered

as evidence in the CEC's decision on whether to license the plant.

The Tecopa chapter's cultural resources report may serve as a template in other cases where the OST lies in the path of proposed development projects. *See related articles on page 1 and 8.*

California BLM. On another front, the Tecopa chapter was the OSTA lead in a June 6 meeting with Bureau of Land Management (BLM) officials in Barstow, California. The CA office of the BLM has proposed a Memorandum of Understanding (MOU) to be signed between BLM-CA and OSTA. The meeting considered the specifics of how BLM-CA can work collaboratively with the Old Spanish Trail Association to share information to protect, conserve, and interpret the Old Spanish National Historic Trail.

The meeting focused on strategies to enhance cooperation, information dissemination, and collaborative projects to improve the management of the Old Spanish National Historic Trail. Participants at the meeting considered a draft MOU, and worked to refine it. A completed MOU ready for signature by OSTA and the BLM is still some months away, but the MOU would provide a framework for working together and ensure coordination with the BLM at the state level.

Old Spanish Trail Days in Tecopa, October 2012. The Tecopa chapter received \$3,000 from OSTA and the National Park Service to sponsor the first Old Spanish Trail Days, in Tecopa. The event is funded for trail promotion and education events. It will take place on October 19, 20, and 21.

The main program will take place at Resting Springs Ranch, site of the historic Resting Springs, which few OSTA members have had the chance to visit. The main program—speakers, tours, and a 19th-century-style Mexican style barbecue, will take place at the Ranch. Other events are being planned for Friday October 19, and Sunday October 21. The festivities will draw participants from California and southern Nevada. ♦

Jack Pritchett, Chapter President

Continued, Workman Chapter

gathering it was. Making new contacts and renewing old acquaintances is very much what we enjoy doing. We all plan to do it again. Adios. ♦

David Fallowfield, Penrith, Cumbria, ENGLAND

CEC Report Supports OSTA On Solar Plant Impacts To Trail

by Jack Pritchett

In May, OSTA filed a lengthy, detailed report with the California Energy Commission (CEC) on the Old Spanish National Historic Trail and the impacts it would suffer if the proposed Hidden Hills Solar Energy Generating System were to be built. The solar plant, proposed for Inyo County near the Nevada border, would involve two 750-foot high towers surrounded by 85,000 huge mirrors. The site is at the center of a network of springs and branch trails used by travelers on the Old Spanish Trail and the later Mormon Road.

On June 15, the CEC released its long-awaited supplemental Preliminary Staff Assessment (PSA) on Cultural Resources, which vindicates OSTA's position on the adverse impacts the Hidden Hills plant will have on the Trail/Mormon Road. The PSA also rejects the license applicant's contention that the Trail/Road was minimally present on the project area. The PSA is available at www.energy.ca.gov/sitingcases/hiddenhills/documents/2012-06-15_Supplemental_Staff_Assessment_and_Schedule_Update_TN-65775.pdf.

Main PSA conclusions supporting OSTA

The main conclusions regarding the Trail/Mormon Road are found on pp. 70-73 of the PSA. Key points include the following:

- "While not all of the traces on the project site have been ground-truthed, it is clear that the project site lies squarely among all of these tracks/traces and, therefore, within the OST-MR Northern Corridor, a regionally and nation-

ally significant travel/trade corridor that aided the exploration and shaped the development of the southwestern United States. Although not formally included in the Act, staff has concluded that these tracks/traces should also be considered part of the Old Spanish National Historic Trail. As such the Corridor is a historical resource for the purposes of the CA Environmental Quality Act and potential impacts resulting from the proposed project must be evaluated. The proposed project has the potential to significantly impact the OST-MR Northern Corridor by erasing traces/trails on site and visually impacting traces/tracks off site, which could jeopardize the integrity of the OST-MR segment in the Pahrump Valley." (quoted from pp. 70-71)

- "The visual quality of this section of the OST-MR would be permanently damaged, resulting in a substantial adverse change in the significance of a historical resource and a significant and unmitigatable impact..." (p. 71).
- "[CEC] staff is unaware of any action, short of project relocation or denial that would directly avoid or substantially minimize the significant effects that the proposed project would have on the OST-MR Northern Corridor identified in this document." (p. 72, emphasis mine).

Mitigating Measures

In light of the findings above, the CEC staff recommends two measures be taken. These are called CUL-9 and CUL-10 and described on pages 89-92.

CUL-9 calls for the project owner to fund and contract for a study by OSTA of the OST-MR Northern Corridor. CUL-9 details steps that must be included in the study.

CUL-10 calls for the project owner to construct and maintain an Interpretive Center, with parking, and interpretive panels highlighting the visual and cultural resources that will be adversely impacted by the HHSEGS project. Again, CUL-10 details steps and features that must be included in the interpretive center.

OSTA has stated its opposition to licensing the Hidden Hills project, based upon the major adverse impacts it (and the associated transmission lines) will have upon the OST-MR, especially in light of the third conclusion above wherein CEC staff admits that mitigation would not avoid or minimize significant impact.

Next Steps

A 38-day public comment period followed the issuance of the PSA. At press deadline for this issue of *Spanish Traces*, the public comment period was still open.

Public comments will be considered and used to revise the PSA into a Final Staff Assessment (FSA) of impacts to cultural resources. The five-person CA Energy Commission will then vote to accept or override the FSAs for cultural, biological, socioeconomic, and other resources and decide whether or not to authorize construction of the Hidden Hills solar plant. That decision is expected at the end of this year.

Editorial Committee for *Spanish Traces* Planned

The OSTA Board has approved the formation of an editorial committee to assist Editor Ruth Friesen with the production of the Association's primary publication. The purpose of the committee will be to support the Editor by providing peer-review of articles submitted for publication and to assist with locating articles for inclusion in the publication.

The duties of the committee will include review of proposed articles for accuracy of content, conclusions drawn, citations used, and other aspects of scholarly work. Committee members may suggest edits to improve the quality of writing and thus the overall quality

of the publication. The committee may suggest other authorities or sources, if needed, to review specific submissions, recommend subjects or areas of study for future issues, and may solicit or submit articles for consideration for the publication.

The committee will consist of four members serving two-year terms and a member may serve no more than two consecutive terms. Terms will be staggered so that two members are appointed, or reappointed, each year.

Persons interested in serving on the committee should be recognized as knowledgeable in a dis-

cipline applicable to the Trail, including but not limited to history, archeology, or anthropology. They must be willing to meet deadlines as set by the Editor; provide professional, courteous, constructive and meaningful feedback without compromising quality; be able to work independently; have excellent communication and writing skills; and have an awareness of current trends in historical writing and publishing.

Interested persons should submit a letter of interest outlining their qualification and reasons for wanting to serve to President Reba Wells Grandrud, rgrandrud@cox.net, by August 31, 2012. ♦

OSTA Enters the Social Media Age

The OSTA Board of Directors announces the creation of an e-newsletter to complement *Spanish Traces* and to provide a means for more frequent communication with the membership on Association activities and special events. Chelsea Bodamer, St. Louis, Missouri, has been selected to head this project. She has also set up an OSTA Facebook page and is looking at other social media sites.

By the time you read this notice you will have received the first issue of the e-newsletter in your email. A bi-monthly schedule is planned, but this venue also provides the opportunity for almost instantaneous communication in the case of a special event,

need for immediate response to a threat to the Trail, or short notice response to requests for comment on legislative proposals, etc. Together with the Facebook page, the e-newsletter will provide more prompt communication with existing members, and expose the Association to a much larger audience, thus further strengthening our organization.

Chelsea was born and raised in Pittsburgh, PA. She attended the University of Pittsburgh where she received her bachelor's degree in Media and Professional Communications. Upon graduation she moved to Austin, TX to participate in an AmeriCorps Program entitled Environmental Corps. After

completion of her term, she relocated to St. Louis to join AmeriCorps St. Louis' City-Wide Service Team. Now in her second year with AmeriCorps, Chelsea works alongside two other members in the Mayor's office to promote volunteerism throughout the City.

Let Chelsea know what's happening on, with, or to, the Trail in your neighborhood. Her email address is chelseaosta@gmail.com. ♦



Old Spanish Trail Association Membership Meeting

June 15, 2012, Sevier Conference Center, Richfield, Utah

Attendees

Officers: President, Reba Wells Grandrud; Vice Pres., Paul Ostapuk; Secretary, Judy Nickle; Treasurer, Mark Franklin.

Directors: Arizona, Jerry Nickle; Nevada, Elizabeth Warren; New Mexico, Margaret Sears; Utah, Steve Heath; Director at Large, Dr. James Jefferson.

OSTA Staff/Committees: Dennis Ditmanson, Association Manager; Ruth Friesen, Editor, *Spanish Traces*; Chelsea Bodamer, Social Media Specialist.

OSTA Chapter Leadership:

David Fallowfield, John Ramsey, William Workman Chapter; Pat Kuhlhoff, Salida del Sol Chapter; Leo Lyman, Tres Trails Chapter; Ashley Hall, Nevada Chapter.

Guests: National Trails Intermountain Region (NPS), Santa Fe Office--Aaron Mahr, Superintendent; Carol Clark, Interpretive Specialist; Mike Elliot, Resource Specialist; State Director's Office (Utah BLM), Salt Lake City--Don Banks, Deputy State Director/Natural Resources; and Rayner Kelsey, NHT Lead for BLM/SLC Western District.

Welcome

At 8:35 a.m., Conference Chair Leo Lyman introduced Forest Supervisor Allen Rowley, Fishlake National Forest/USDA, who gave a warm Utah welcome to the Old Spanish Trail Association membership.

Call To Order

OSTA President Reba Wells Grandrud opened the Annual Membership Meeting at 8:50 a.m., and began the roll call of OSTA national leadership by asking all members to stand for counting, as each state director present (or chapter member) gave a brief update.

- New Mexico--Margaret Sears. Salida del Sol Chapter will host the 2015 conference in conjunction with the Santa Fe Trail and El Camino Real de Tierra Adentro associations, in Santa Fe.
- Colorado--(No director) Long time member Suzanne Off reported that La Vereda Chapter is trying to increase membership.
- Nevada--Liz Warren and others are working on re-marking the Old Spanish Trail and have major concerns over solar energy projects in Nevada close to the trail. 2014 OSTA conference will be held in Nevada.
- Utah--Leo Lyman is working with Trail Stewards.
- Arizona--Jerry Nickle is trying to get a Descendants Chapter in central valley area.
- California--(No director) Tecopa Chapter under President Jack Prichett is very active with solar projects and organizing an "Old Spanish Trail Days" for October 2012.
- Director-at-Large--Dr. Jefferson is working with the "Ute Trail" (Old Spanish Trail) as well as working with teachers about the

trails.

- UK, William Workman Chapter, OSTA's first international chapter--President William Ramsey and three other chapter members attending. The Chapter has attended five conferences. An ancestor of some of the chapter members, William Workman, came from England to Missouri, left Missouri in 1825 for Santa Fe, and took a trade caravan from Santa Fe to Los Angeles.

Paul Ostapuk, gave a brief Vice-President's report. Mark Franklin, Treasurer, reported that OSTA finances are in good shape. Membership money will be distributed to the chapters soon.

Ruth Friesen, *Spanish Traces* Editor, was introduced. Mark Henderson, Salida del Sol Chapter VP, agreed to chair again the stewardship committee and will be seeking to recruit at least one member from each trail state.

Grandrud gave specific recognition and thanks to members of the Richfield conference committee: Chair Leo Lyman, David Ogden, Steve Heath, and intern Lydia Jakovac, for putting this conference together.

Federal Partners Reports

Aaron Mahr, Superintendent, National Park Service, announced that his office has approved

OSTA's budget request for FY2012-2013 under its current cooperative agreement.

Carol Clark, NPS Interpretive Specialist, presented the long-awaited official NPS brochure for the Old Spanish National Historic Trail and announced a new supply of pins and patches are in production.

Don Banks, Deputy State Director, Utah BLM, was introduced.

This is his first time to meet with OSTA. Ray Kelsey, BLM SLC Field Office, gave a report on the development of a BLM Policy Manual for Trails, introduced the recently released preliminary report on the National Historic Trails Inventory Project, and announced the completion of an interagency outdoor recreation map for Utah.

Old And New Business

Motion to approve the membership minutes from 2011 Pomona conference by Paul Ostapuk, seconded by Steve Madsen. Motion carried.

2012 Election Results: Margaret Sears retained as New Mexico Director for 3-year term; Mark Franklin retained as Treasurer, and Judy Nickle elected as Secretary, each for a 2-year term. There was no nominee for the position of Colorado Director (there were several "write-in" names, but only one vote per name) so the position continues to be vacant. The resignation of Interim Director Alex King was received just prior

to this meeting; Alex has served well as interim for most of the past two years, but cannot continue because of travel restrictions.

Motion to approve the bylaws revision as published in *Spanish Traces* was made by Steve Madsen, seconded by Judy Nickle. There was a short discussion about the provision related to term limits for officers. Vote on the motion was 33 in favor, 4 opposed, 1 abstained. Motion carried.

Association Manager Report, Dennis Ditmanson

In response to the revised bylaws, the Association will develop a policy and procedure manual. The Board has approved a draft Memo of Agreement (MOU) to work more closely with the U. S. Forest Service. Dennis thanked Carol Clark, NPS, for her hard work on the new OSNHT brochure and pins and patches she has produced. He introduced Chelsea Bodamer as OSTA's social-media coordinator. Watch for a new e-newsletter to come out shortly as well as an OSTA presence on sites such as Facebook, Twitter, etc.

Meeting adjourned at 10:10 a.m.

Announcement: Board Members will meet at 7:30 a.m., Saturday, July 16, in the lobby of Sevier Conference Center for continuance of the Thursday board meeting. Conference Chair Lyman will make arrangements for an appropriate meeting room. ♦

In The News

Steven K. Madsen published "The Old Spanish Trail: John N. Macomb's 1859 to the Canyonlands of the Colorado" in the Fall 2011 issue of *Overland Journal*, the quarterly journal of the Oregon-California Trails Association.

Jack Prichett and Scott Smith published "The Old Spanish Trail: Tracking a Historic 19th Century Trade Route and Encountering a Proposed Solar Power Plant" in the March 2012 issue of *Desert Report*, the publication of the Sierra Club California/Navada Desert Committee.

Proofreader Sought

Would you like to be the first to read OSTA news? *Spanish Traces* has an opportunity for a volunteer proofreader, or two, to review the issues before they go to the printer. You should be good at grammar and punctuation, possibly an English major, and/or familiar with the Chicago Manual of Style. Your knowledge of the Trail will help catch factual errors. Contact the editor at ruthosta@comcast.net.

From Mexican Trade Trail to Anglo Road

The Western Half of the Old Spanish Trail, 1848-1857

by **Steven H. Heath**

Presented at the 2012 Conference

The legislation that created the Old Spanish National Historic Trail in 2002 designated the principal routes that the trail followed and the time period of significance for its primary use. Unfortunately this period, 1829-1848, has few contemporary written accounts of the travelers on the trail and ignores important alternate routes such as the Fish Lake Cutoff. Historians of the trail mention the dearth of journals and explain that “much of what we know about the route comes to us from the writings of travelers in the post-trail days.” [Crampton & Madsen, 5] We will examine some of these descriptions as we look at the evolution of the Old Spanish Trail into a usable Anglo road in the decade after 1848. This well-documented era tells us much about the Mexican trade route and the difficulties it presented to an early 19th century traveler.

Three historic events were significant motivation for the transformation from trail to wagon road: the United States/Mexican War (1846-1848), the Mormon immigration to the Great Basin region from 1847 onward, and the California Gold Rush which started in 1849. Those involved in these three extraordinary events all felt that they were part of a great movement and that they should record their participation in it. It is from the journals

and records of the U.S. military, the Mormons, and the '49ers that we get our best descriptions of the Old Spanish Trail.

The end of the U.S./Mexican War shifted administration of the region in which the trail was embedded from Mexican control to the United States. One of the important results of the new arrangement was that Indian hostilities along the trail decreased dramatically. [Feasibility Study, 12] With the improved protection, commerce between Santa Fe and Los Angeles followed a more direct east-west path, and the arching trail through Colorado, Utah, and Arizona ceased to exist between Santa Fe and the Sevier River in Utah. [Crampton & Madsen, 11]

The initiative to create a wagon road on the western half of the Old Spanish Trail began right after the first settlement of the Mormons in 1847. Before the Mormon exodus from Illinois in 1846, they had been studying the report of one of the most famous western explorers, John C. Frémont. One of the major reasons that Brigham Young selected Utah as the settlement site was due to Frémont's narrative [Arrington, 123-124] When members of the Mormon Battalion, who had been stationed in San Diego, arrived in the Great Salt Lake Valley in mid-October 1847, they immediately saw the stark contrast between southern California and the arid Great Basin. Captain Jef-

erson Hunt of the Mormon Battalion suggested that a party go south to California on the Spanish Trail where they would inform Battalion members who had re-enlisted of the Church's desire for them to return to Utah as soon as their current service was concluded. They could also obtain additional livestock and bring a wagon-load of seeds and fruit tree starts back to the mostly barren Salt Lake Valley. The Hunt party of nineteen men was given money to accomplish their mission by the leadership that was left in Salt Lake for the winter. They left for Los Angeles and San Diego on November 18, 1847. Using their knowledge of the Frémont report and the things that they had learned earlier in San Diego as Battalion members, they hoped to reach San Diego in about thirty days, but it took forty-five. The trail had already had begun to deteriorate due to lack of use in 1846 and 1847 and the path was difficult for the Hunt party to follow. [Heath, 6-7; Sutak, 21] The party's return, which began on February 14, 1848, was also difficult. Hunt left with a herd of 200 cattle and forty bulls. Half of the cattle and all of the bulls died before they reached Salt Lake City. Many Old Spanish Trail travelers had experienced similar stock losses across a mostly waterless desert between California and southern Utah.

Porter Rockwell, who was also in the original Hunt party, waited

two months longer in California to check on possible mail contracts and to lead twenty-five Battalion members who would not finish their army service until July. The significance of this party was that they brought a wagon with seeds and fruit tree seedlings back to Utah along the Spanish Trail. It was the beginning of the Los Angeles-Salt Lake Road. [Schindler, 173] When Rockwell's men came to places which needed some road construction to get the wagon through, Rockwell would venture off and explore for a more compatible wagon route. Near Antelope Springs west of Cedar City, he decided the best track would be to travel north up the Escalante Valley to the western reaches of Beaver Creek. The route, though waterless, avoided the more mountainous path along the principal route of the Spanish Trail. This would have an important impact on Hunt's journey to California in the fall of 1849.

By 1851 the Mormon Church had begun to settle along mountain streams on the Spanish Trail at Parowan and Cedar City, Utah. Later in the same year, an expedition was sent to settle the San Bernardino, California, area near the end of the Spanish Trail. The settlements needed a network of wagon roads, and the Spanish Trail was fast becoming an Anglo road. Mormon settlement along the Spanish Trail also had a profound effect on the slave trade along the trail. Mexican traders, though smaller in number by 1847, traveled the trail, since they could still

profit through the Indian slave trade. Ute Indians made raids on Paiute villages and sold the children to Mexican traders. The Walker War of 1853 made it clear to the Utes that slave trading was no longer permissible in Utah. [Christy, 395-6]

The discovery of gold in California in 1848 started a national stampede from the eastern United States the next year. Many of these '49ers would pass through Great Salt Lake City, the new Mormon capitol and gathering site. Keeping in mind the winter tragedy at Donner Pass in 1846, a late arrival in Utah gave California-bound travelers three options; chance a rush trip on the California Trail to the gold fields and a possible disaster, spend a winter in Salt Lake City, or go on to California via the Spanish Trail. In 1849 the most knowledgeable guides over the southern route were members of the Hunt-Rockwell expedition. Jefferson Hunt was recruited to lead a composite of small parties for the price of \$10 per wagon. A group consisting of 107 wagons assembled in Salt Lake on August 20, 1849 at the Bowery at what is now called Temple Square in Salt Lake City. Hunt explained the route and potential hardships to those assembled. [Sutak, 22-23] He left to recruit men to accompany him south and attend to family business. The California immigrants were told to meet Hunt and his crew at Springville, Utah, on October 2.

During the waiting, the immigrants began talking to others

who claimed knowledge of the trail and possible shortcuts. Hunt himself, on hearing reports from Rockwell's men, may have felt he could easily find a "shortcut" that Rockwell had taken near Beaver Creek. [Heath, 6-7] His fruitless search west of present-day Beaver, Utah, in late October 1849 resulted in week's delay of the impatient '49ers. From the Beaver River, the group continued on to the Spanish Trail in Little Salt Lake Valley then west towards Mountain Meadows, a route Hunt knew. At the mouth of present-day Holt Canyon, the "short-cut" craze split the party and 100 wagons left Hunt and headed west towards Death Valley. Hunt was able to convince the occupants of only seven wagons to continue on to Mountain Meadows and California along the Spanish Trail. The foolish travelers who headed west became the famous Death Valley Forty-Niners. Many of these travelers, realizing the folly of their decision to turn west, returned to the Spanish Trail and tagged the Hunt party south. [Lingenfelter, 32-51] The '49ers pioneered a passable wagon route along the Spanish Trail. It would be used extensively for the next several years by Mormon missionaries, immigrants to California, Las Vegas, and southern Utah, the military, and early freighters. [Lyman] The Spanish Trail had changed to an Anglo road in a very short time.

One of the difficult spots on the new road was the climb from the Virgin River to the mesa, today's Mormon Mesa. One traveler later

wrote:

Our next departure was to the right leaving the Virgin and going up an arroyo to a point where we made the ascent to gain the table land which would lead us to the Muddy. To ascend this point was very difficult job.... The summit was several hundred feet in height. The upper bench or portion was very steep, too steep for cattle to get a foot-hold to pull. We, therefore, doubled teams and in some instances thribbled them... We thus got all the wagons out of the ravine, up on this bench and then turned the oxen loose and drove them to the table land above. [Cheeseman, 293]

That traffic was steady along the road is evidenced by the regular mail service at Las Vegas in the mid-1850s. One Mormon journal keeper at Las Vegas Fort shows us that mail arrived monthly from California about the 12th of the month and from Salt Lake City about the 16th of the month. [Bean, 4-29] Numerous journals from the decade after 1848 give us a great deal of insight into the hazards and enjoyments on the Old Spanish Trail. One of the most interesting comes from the Jewish photographer/painter Solomon Nunes Carvalho. Carvalho's description of the Las Vegas Spring is a classic illustration of what a visit to this famous place was like for earlier visitors. On May 30, 1854, he wrote:

We followed this delicious stream for about three miles; I was curious to see from whence it flowed, the general character of the country indicating that we were not far from its source. Several of us turned from the road, and at a short distance, we found its head waters. It was a large spring, the water bubbled up as if gas were escaping, acacias in full bloom almost entirely surrounded it—it was forty-five feet in diameter; we approached through an opening, and found it to contain the clearest and purest water I have ever tasted; the bottom, which consisted of white sand, did not seem to be more than two feet from the surface.

Parley Pratt prepared himself for a bathe, while I was considering whether I should go in, I heard Mr. Pratt calling out that he could not sink, the water was so buoyant. Hardly believing it possible that a man could not sink in fresh water, I undressed myself and jumped in.

What were my delight and astonishment, to find all my efforts to sink were futile. I raised my body out of the water, suddenly lowered myself, but I bounced upwards as if I had struck a springing-board. I walked about in the water to my arm-pits, just the same

as if I had been walking on dry land. The water, instead of being two feet deep, was over fifteen, the depth of the longest tent pole we had with us. It is positively impossible for a man to sink over his head in it; the sand on the banks was fine and white. The temperature of the water was 78 degrees, the atmosphere 85 degrees. [Carvalho, 229-230]

In addition to water, travelers with livestock were always looking for feed along the trail. Heavy traffic in a given year might make suitable grass for livestock a rare commodity. Hosea Stout relates what travelers often had to do. He wrote: "Started at 3 am arriving at Mountain Springs at Sun rise. Here the grass is off the road and has not been found by the emmagration this year so we had plenty for our animals, leaving at one pm we went to Cottonwood Springs, 10 m. having poor feed." [Stout, 495-496] Finding feed took many extra hours for livestock caravans. For this reason, Mountain Meadows was a very important place for those leaving for California and especially for those getting off the desert headed to Santa Fe. John C. Frémont described the place well in 1844. He wrote: "We considered ourselves as crossing the rim of the basin; and, entering it at this point, we found here an extensive meadow, rich in bunch grass, fresh with numerous springs of clear water, all refreshing and delightful to look upon. It was ... the terminating point of the desert,

and where the animal caravan from California to New Mexico halted and recruited for some weeks. It was a very suitable place to recover from the fatigue and exhaustion of a month's suffering in the hot and sterile desert." [Frémont, 270] It was also an important place for those headed south. A company would spend as much as a week at Mountain Meadows before heading into the desert ahead.

In addition to the challenges of finding water and feed, the journey from Santa Fe or Los Angeles had to start before desert heat made the journey impossible, and the timing had to be right to cross the major rivers before heavy runoff made crossing these streams too dangerous. Gwinn Harris Heap describes the struggles that the E. F. Beale company encountered at the Colorado River. The Beale Report records: "Soon after arriving at the Avonkarea (Upper Colorado River), we were hailed from the opposite shore by a Mexican, who informed us that he and his party had been waiting twenty days for the waters to fall, being unable to cross over. He stated that they had left the Mormon settlements at the Vegas de Santa Clara (Mountain Meadows) on the 20th of June, and had lost two of their men by drowning in Green River." [Hafen, VII, 204-205] Beale promised the stranded party to help them across the river. His group was fortunate to have a boat to make the dangerous crossing. Besides the larger rivers, heavy rains along the Spanish Trail at any time of the year could make any river crossing very

difficult for travelers.

Another obstacle for the Spanish Trail traveler was Indians. If a party was too small they might be eliminated by Indians, who after killing them would take their goods. Often Utes would make a party's passing difficult and extract tribute from a party, which did not want to take time for a fight. One notorious spot was at the mouth of Little Creek Canyon just north of present-day Paragonah. It was an important place to head east on the Spanish Trail to the Sevier River, but the narrow entry point made it possible especially for Ute Indians to obtain tribute before passage. Orville Pratt wrote of the canyon on October 1, 1848: "Broke camp early and travelled during the early part of the day over a very hilly & rocky country- Sometimes up the steepest of hills, then down places which it would seem almost impossible to descend, again in deep and precipitous canions; until at length suddenly broke upon us one of the finest and most extensive valleys I have ever seen in the whole western country!" [Hafen, 353] Pratt was writing about the Parowan Valley that the Mormons would settle in 1851. The mouth of the canyon was probably a place Utes could easily trade Paiute Indian slaves to passing parties. John C. Frémont decided not to travel the Old Spanish Trail east up this canyon in 1844, but rather to go north into the central Utah. Ten years later, he would discover this was a big mistake since he did not know where the Spanish Trail crossed the mountain. Snow

covered the ground in February 1854 when his party entered Circle Valley (Circleville, Utah) and his exploring party turned west too soon. They crossed the mountain at a point twenty-five miles north of the pioneer community of Parowan. The treacherous canyon has since been named Fremont Canyon. Orson Pratt had done the same thing in 1849 on his exploring expedition to southern Utah. Only the good people of Parowan saved Frémont and his men from freezing to death in 1854. [Carvalho, 136-139]

Orville Pratt wrote about the Paiute Indians when he encountered them along the Sevier River. His journal entry for September 26, 1848 reads: "Camped today on the Sevier riv. after marching about 10 m.; and found the grass very good. Water is fine but no wood. This river is the recognized boundary of the Eutah country. Here commences the region occupied by Pah Eutah Indians. They are said to be a poor, treacherous, and dangerous race of people. Stealing animals at night, & shooting them from the bluff & high points during the day, constitutes their principal mode of annoying the whites." [Hafen, 351]

The Beale expedition recorded another danger in the same area. On the south end of what we now call the Sevier Valley, parties left the river near where Clear Creek enters the Sevier and traveled southward overland. The July 31, 1853 entry reads: "After a short rest we proceeded up this valley and at dark stopped on a brook running

from the westward into Sevier River. In riding through the grass we heard numerous rattlesnakes, and killed several; they sprang at some of the men and animals, but none were bitten.” [Hafen, VII, 219] The next day the party passed the junction of the east fork of the Sevier and the southern branch of the river. They wrote: “At our noon halt, we struck a trail which we supposed to be the old trail from Abiquiu to California; but it has long been disused that it is now almost obliterated.” [Ibid, 220] They had come across what we now call the Fish Lake Cutoff of the Old Spanish Trail.

Travel on the wagon road, which closely followed the Old Spanish Trail during the decade after 1848, has given great illumination about what travelers in the previous decades had to face. The road was well developed by the mid-1850s, but by early 1858, travel suddenly dropped. The threat of a war between the U.S. Government and the Mormon people, and the killing of hundreds by Mormons and Indians at Mountain Meadows in September 1857 made travel much less desirable or necessary. Mormons who were recalled from California and Nevada settled in areas in central Utah. Other than some freighting, travel on the Anglo road was reduced to a trickle. [Lyman, 120-121] The Civil War reduced travel further and when the trans-continental railroad came to Utah in 1869, it would cease. [Lyman, 174-175]

The legacy of the Old Spanish

Trail continues in the paths we travel today. Fortunately, we have eyewitness accounts from 1848 to 1857 to educate and bring us a clearer understanding of what it was like to be on the trail in the two decades from 1829 to 1848. ♦

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Consideration of the Routes of the Northern Branch of the Spanish Trail

From the Cochetopa Pass Area to the Uncompahgre Valley

by **Jonathon C. Horn**
*Alpine Archaeological Consultants,
Inc.*

In June 1853, a party accompanied Lieutenant Edward F. Beale from Westport, Missouri to Los Angeles, California. Their route took them through the mountains of Colorado along what is now known as the Northern Branch of the Spanish Trail. Their journey was chronicled by Gwinn Harris Heap, who provided abundant details of the route that they took from Saguache to the Uncompahgre Valley.

The party crossed Cochetopa (North) Pass by way of East Pass Creek and West Pass Creek. After reaching Cochetopa Creek on the west side of the divide, the party reached a division point where a decision was made on which route to take. Here Heap reported on June 19, 1853: "We were here compelled, by the necessity that we were under of selecting the shortest route, to go by the trail which takes the most direct course to Grand [Gunnison] River, though there was a more circuitous route to the right, leading over a level country, but which would have lengthened the journey by two days" (Heap 1854). It was this route to the right, over the divide between Cochetopa Creek and Razor Creek, to Tomichi Creek that the Gunnison Expedition would take a few months later because of its ability to accommodate wagons. Heap then reported that they

traveled 10 miles along the more westerly route that same day. The following day, Heap reported that they traveled an additional 22 miles in a "south by west" direction by noon the next day over increasingly hilly country. Later that day, they crossed two branches of what he calls the Jaroso and reports as not appearing on any map. He describes the Jaroso as being a strong stream that is a tributary of the Gunnison River. From his

It is at this point that Heap relates that "About a mile before reaching the Jaroso, we crossed a valley where a party of Americans was cruelly murdered by the Utahs, in the spring of this year. Five Americans, and a few Mexicans, were driving sheep to California by this route, and from some cause which I did not ascertain, a disagreement arose between them and a band of Utahs, who were still here in their winter-quarters." This is important



Looking back to the southeast at the route climbing from Cochetopa Creek with Cochetopa Dome in the background (Photos: Mike Prouty)

description and its proximity to the Lake Fork of the Gunnison, which he describes the following day, the two forks of the Jaroso are clearly Cebolla Creek and Powderhorn Creek. Because they crossed both drainages, they must have entered the Cebolla Creek Valley by way of Huntsman Gulch or Deldorado Creek a short distance upstream of present Powderhorn.

because it demonstrates that the route was being used as the overland route to California, as would be expected of a branch of the Spanish Trail. In addition, Heap soon relates, "At this point the trail from Del Norte through the Carnero Pass joins that through the Coochatope. Traders from Abiquiu come by it into these mountains to barter for peltries with the Utahs."

This suggests a second branch of the Spanish Trail from the south that first connected Abiquiu to Del Norte and then continued northward. It is unclear where this trail ran, but the mention of Carnero Pass is helpful to some degree. The Gunnison Expedition mentions Carnero Pass as being south of the route that they took over the Continental Divide, which was the same as that taken by the Beale Expedition over North Pass. The next pass to the south is Cochetopa Pass, which would take travelers south of Cochetopa Dome and through the vicinity of the Los Pinos Indian Agency that was established in 1869. There is a Carnero Pass farther south, but it does not cross the Continental Divide.

The Gunnison Expedition report helps to identify Carnero Pass as what we today call Cochetopa Pass. In that report, a mention is

made that the upper Cochetopa Creek Valley extends southward toward the San Juan Mountains near to where Saguache Creek has its headwaters and that “The Carnero Pass leads from that creek [Saguache Creek] over this ridge [Continental Divide], and its summit does not appear more elevated than that of the Cochetopa [North Pass], and its western descent much more favorable for a road. Our guide, Leroux, represented its approach from the east, however, as more abrupt than that of the Cochetopa [North] Pass, and did not think it practicable for our wagons to pass through the rocks and timber which obstruct it, without more labor than our limited time and the season of the year would warrant us in stopping to bestow upon them; and for the same reasons, no delay was made to examine it.” (Beckwith 1854:48-49)

The route from Del Norte to upper Saguache Creek might be determined with additional research and may be found to be the well-used Indian trail noted by Lieutenant Ruffner on his reconnaissance in the region in 1873 as running from the upper Rio Grande River Valley to the Los Pinos Agency near Cochetopa Dome (Ruffner 1874). After the crossing of Cochetopa Pass, the route may coincide with a route taken by Ruffner from the Lake Fork of the Gunnison to the Los Pinos Agency or the route taken shortly thereafter by the Saguache & San Juan Toll Road, constructed in 1874.

Continuing westward from Cebolla Creek, the Beale Expedition traveled over a divide into the valley of the Lake Fork of the Gunnison, which they called the “Rio de la Laguna,” and were aware that its origin was from a large lake to the south. After a difficult crossing of the Lake Fork because of high water, Heap reported that “On leaving the Rio de la Laguna, the road ascended a high and steep hill” (Heap 1854). The next day, the party crossed what they called the Rio Hondo, the Savoya, and the Pentacigo; these probably correspond to Willow Creek, Pine Creek, and Blue Creek. They then crossed just above the confluence of the Little Cimarron and Cimarron rivers, which they reported the Utes called the two forks of the Nawaquisitch and the Mexicans called the Los Ritos Quartos and the Cola de Carnero. The identification of these two streams is confirmed by Heap’s subsequent entries. “Started



Looking across the rolling terrain described by Gwinn Harris Heap in 1853 when the Beale Expedition was traveling across what is now the Gunnison National Forest between Cochetopa Creek and Cebolla Creek.

again an hour before sunset, and following down the left bank of the Nawaquisitch until it turned to the northward through a deep cañon, left it and directed our course to the westward. The Nawaquisitch empties into Grand [Gunnison] River, not far beyond the outlet of this canon.” (Heap 1854) The remainder of their journey to the Uncompahgre River was uneventful, stating only that they followed a small brook that “dries up entirely in a month or six weeks from this time” that can only be Cedar Creek (Heap 1854).

It will be remembered that the Gunnison Expedition took the gentler route to the right (north) described by Beale once they reached Cochetopa Creek after crossing North Pass. They followed Razor Creek to Tomichi Creek and then turned westward down Tomichi Creek to the present town of Gunnison at its confluence with the Gunnison River. Following the Gunnison River westward through the valley that is now beneath the waters of Blue Mesa Reservoir, the expedition encountered the major obstacle of crossing the Lake Fork of the Gunnison. It is clear that their crossing of the Lake Fork was not on any previous route traversed by the Spanish Trail. In his account for September 9, 1853, Beckwith states,

For the second time our guide returned to camp last night ill at ease, and it was evident that his two morning’s examination of the route ahead had not only

proved less successful than he desired, but had quite surprised his memory. But we were too close upon his trail to admit of longer delay in informing us that we had a serious obstacle before us in the passage of the Rio de la Laguna, or Lake fork, coming into Grand river from the south, through almost one continuous cañon from the mountains to the river, and that he had failed to find an easy crossing. This morning, therefore, large working parties of soldiers and employees started forward, under their respective commanders, to prepare the crossing of the creek; and at 2 o’clock p.m. we received orders to move on with the train. Ascending from the ravine on which we had encamped, we were forced high up on the mesas, to avoid numerous deep ravines, which we succeeded in turning successfully, when a short, steep ascent around the rocky wall of the table to our left, brought us, four miles from our morning camp, to the top of the difficult passage – a rapid descent of 4,055 feet in length, and 935 in perpendicular height above the stream, covered with stones of all sizes, from pebbles to tons in weight, with small ledges of rocks cropping out at various points. Some of the stones had been removed in the proposed road; but the

wagons, with locked wheels, thumped, jarred, and grated over the greater portion, especially those too large and deeply imbedded in the soil to be removed, until their noise quite equaled that of the foaming torrent creek below. At one point, as they passed obliquely over a ridge, it was necessary to attach ropes to the wagons, and employ a number of men to prevent their overturning. Two hours were thus employed in descending with our eighteen wagons, and in twice crossing the creek, in the bed of which we had to descend for a quarter of a mile, before we could gain a permanent footing on the west side (Beckwith 1854:52).

In 1858, Colonel William Loring was tasked with improving a route from Camp Floyd, near Salt Lake City, to Fort Union, New Mexico to facilitate troop movement during what has been termed the Mormon War (Hafen 1946). Traveling from west to east from Camp Floyd with 50 wagons and 300 men, Loring improved much of the route on what is now termed as the Old Spanish Trail or the Northern Branch of the Spanish Trail as a wagon road that became known as the Government Road or the Salt Lake Road. Much of the route that he improved had been traversed by Gunnison in 1853, but other areas, such as through the San Rafael Swell in Utah and on the Colorado-Utah border through McDonald

Canyon and Rabbit Valley, had not. On the Cimarron to Cochetopa Creek stretch of the route, Loring improved the route used by Gunnison, incorporating Gunnison's difficult route across the Lake Fork of the Gunnison River. Unfortunately, this connection across the Lake Fork of the Gunnison has been recognized in error as an element of the Old Spanish Trail and is part of the designated National Historic Trail. The actual configuration of variants of the Northern Branch of the Spanish Trail is much more complex.

Knowing that Heap recognized a route heading north to Tomichi Creek prior to its use by Gunnison, it can be assumed that this was a route used as a variant of the Northern Branch of the Spanish Trail. Also knowing that the route that the Gunnison Expedition took to cross the Lake Fork was not an established route prior to their use of it, a major avenue for future Spanish Trail research is to identify the route of the Spanish Trail along this more northerly route.

Using the work of Jack Nelson (1996; 2003) as a starting point, it appears likely that the trail extended westward along Tomichi Creek to its confluence with the Gunnison River, just as the Gunnison Expedition went. This is further substantiated by information by the 1874 work of the Hayden Expedition when they state, "A heavy trail follows the Gunnison River from the mouth of Cochetopa Creek to its mouth on the

north side [the junction of Tomichi Creek and the Gunnison River at present Gunnison]" (Hayden 1876:428). Nelson (1996; 2003) proposes two possible routes from this point: One was up the Gunnison River and its tributary, Ohio Creek, over Kebler Pass, and down Anthracite Creek to the North Fork of the Gunnison and onward to the main Gunnison River near present Delta, Colorado.

This route is partially described by the Hayden Expedition during their 1874 field season: "The main trail connecting the Los Pinos and White River Indian agencies passes up Ohio Creek to its head, descends Anthracite Creek, ascends the North Fork [Muddy Creek and Jones Creek], and follows Divide Creek [via Willow Creek], to its mouth, where it crosses the Grand" (Hayden 1876:428). Their description does not take the trail down the North Fork, but this may be simply because the main avenue of travel by the 1870s was between Indian agencies and not

along the course that was prevalent during the Spanish Trail period (1829-1849) and the period that Fort Uncompahgre was occupied (1830-1844).

The second route proposed by Nelson was down the Gunnison River, pulling out of the valley in the vicinity of Sapinero (under present Blue Mesa Reservoir) and proceeding northwestward across Curecanti Creek, Black Mesa, down Alkali Creek through the present communities of Maher and Crawford, and then down the North Fork of the Gunnison River. Both of these routes have the advantage of reaching the main Gunnison River at a point just east of the ford of the Gunnison River and did not require fording the river as it continued northward. It was near this point, one mile upstream of the ford on the west bank of the Gunnison River, that Antoine Roubidoux established his fur trading post, Fort Uncompahgre, in 1830. The route from Sapinero has the advantages of not having to climb over a major



Probable location of the trail crossing of the Lake Fork of the Gunnison

mountain pass and being considerably shorter. A route on this alignment is shown on the Hayden Expedition maps of the area using data they collected from 1874-1876, though they do not describe it in their reports. Furthermore, the first cattle moved into the North Fork of the Gunnison Valley were brought in along this route from Gunnison by Sam Hartman in 1881.

After crossing the Lake Fork, the point at which the Gunnison Expedition rejoined the route of the Spanish Trail traversed by Beal can be established using information provided by the Hayden Expedition. In 1874, the Hayden Expedition noted that the route used by Gunnison across the Lake Fork and into the Uncompahgre Valley was “very rough and difficult, [and] is occasionally used now” (Hayden 1876:428). Consequently, it was still quite visible in the early 1870s.

In 1874, the Saguache & San Juan Toll Road was constructed over Cochetopa Pass (South Cochetopa Pass/Carnero Pass) to the Lake Fork of the Gunnison River and then southward to Lake City and onward to Silverton in the heart of the San Juan Mountains. Additional research may reveal if its route into Cebolla Creek from the east coincides with a route of the Northern Branch of the Spanish Trail. It is likely that its route between Cebolla Creek and the Lake Fork of the Gunnison River is along the route of the combined Spanish Trail routes described by

Heap in 1853 (Heap 1854) and the trail route followed by Ruffner in 1873 (Ruffner 1874). In considering the route between Cochetopa Pass (referred to by the Beale and Gunnison expeditions as Carnero Pass) and Cebolla Creek, it should be noted that when the Los Pinos Agency was established on Los Pinos Creek in 1869, no trail or road passed through the agency location.

In 1868, Colorado Territorial Governor A. C. Hunt, who was also the de facto Colorado Superintendent of Indian Affairs, decided to distribute the annuity goods to the Utes about 50 miles from Saguache at the mouth of Cochetopa [North] Pass, which was as near as he could get to the reservation with wagons from Saguache (A. C. Hunt, Governor of Colorado Territory, to H. G. Taylor, Commissioner of Indian Affairs, July 27, 1868, National Archives, Microcopy 234, Roll 199).

When seeking a location for the Los Pinos Agency on the Ute Reservation in 1869, Lieutenant Calvin T. Speer noted that the country west of Saguache was almost impassable, with the descent of one of the mountains, probably the west side of North Pass, having to be made by locking all four of the wagons’ wheels and hitching part of the oxen behind (Edward M. McCook, Governor of Colorado Territory, to General E. S. Parker, Commissioner of Indian Affairs, August 25, 1869, National Archives, Microcopy 234, Roll 200).

Later in 1869, when Colorado Territorial Governor Edward M. McCook traveled to the new agency with annuity goods for the Utes, he reported that there was no difficulty in transporting goods to Saguache, but that the road from Saguache to the agency was the worst he had ever seen. He reported that the route over Cochetopa (North) Pass had been used by John C. Fremont and followed the “old Salt Lake trail” for 35 or 40 miles. To get to the agency, they then turned south or southwest and passed through country that had never had a road before the party carrying the mill and machinery for the agency passed through a few months before. It took the wagons transporting the annuity goods 11 days to go from Saguache to the agency, averaging about 6½ miles per day. McCook had to hire more oxen from the freighting contractor to assist in pulling the wagons over the pass. The route was so difficult that the contractor told McCook that he would not take the contract again for five times the money. Improving the road to the agency was of great importance to economically supply the agency. McCook made a proposition to the Saguache County Commissioners that if they would pay half of the cost in making a good road from Saguache to the agency he would pay the other half (Edward M. McCook, Governor of Colorado Territory, to General E. S. Parker, Commissioner of Indian Affairs, October 16, 1869, National Archives, Microcopy 234, Roll 200).

Even with this offer, when the Saguache & San Juan Toll Road was laid out in 1874, it passed about three miles south of the agency. However, the natural route of travel was through the agency, and the agency received a considerable amount of visitation by travelers on their way to the mines in the San Juan Mountains (Henry F. Bond, Indian Agent, Los Pinos Indian Agency, to Edward P. Smith, Commissioner of Indian Affairs, January 4, and February 1 and 3, 1875, National Archives, Microcopy 234, Roll 205).

The Los Pinos Agency was found not to be within the boundaries of the reservation, so a new agency location was sought. One of the locations thought to be suitable was on Cebolla Creek in the vicinity of present Powderhorn. Its location was considered good because it was only 20 miles from the existing agency along the route of the Saguache & San Juan Toll Road and it was accessible to the Utes in the Uncompahgre Valley because a trail existed from the Uncompahgre Valley to Cebolla Creek (Henry F. Bond, Indian Agent, Los Pinos Indian Agency, to Edward P. Smith, Commissioner of Indian Affairs February 9, 1875, National Archives, Microcopy 234, Roll 205).

Despite being more difficult to access, a decision was made to move the agency to the Uncompahgre Valley in order to prevent conflicts between the Utes and miners passing through the region. By taking the Saguache & San Juan Toll Road to the Lake Fork, it was initially

thought possible to continue down the Lake Fork to what they referred to as “the Old Salt Lake Road,” which was the route used by the Gunnison Expedition, and following it westward to the Uncompahgre Valley (Henry F. Bond, Indian Agent, Los Pinos Indian Agency, to Edward P. Smith, Commissioner of Indian Affairs March 17, 1875, National Archives, Microcopy 234, Roll 205).

After visiting the Uncompahgre Valley and finding a suitable location for the new agency, it was clear that following the Lake Fork to Gunnison’s crossing of the river was not feasible. Instead, about 40 miles of new road was thought necessary to connect the Saguache & San Juan Toll Road from the Lake Fork to the “Old Salt Lake Road” west of the crossing Gunnison had made of the Lake Fork. Although considerable effort would need to go into building the new section of road and putting the “Old Salt Lake Road” into passable condition, it was thought to be worthwhile (Henry F. Bond, Indian Agent, Los Pinos Indian Agency, to Edward P. Smith, Commissioner of Indian Affairs June 7, 1875, National Archives, Microcopy 234, Roll 205). Just at that time, one of the parties of the Hayden Expedition under the direction of Henry Gannett arrived. As they planned to conduct work in and around the Uncompahgre Valley, they offered their assistance in selecting a route for the new section of road (Henry F. Bond, Indian Agent, Los Pinos Indian Agency, to Edward P. Smith, Commissioner of Indian

Affairs June 29, 1875, National Archives, Microcopy 234, Roll 205).

The 1875 Hayden Expedition report provides important details of the route from the Los Pinos Agency to Cebolla Creek: “Leaving the Los Pinos Indian agency, we followed the wagon-road which leads to Lake City, (a new mining town on the Lake Fork of the Gunnison,) as far as the Lake Fork... We entered the valley of the White Earth [Cebolla Creek] at the mouth of Beaver Creek, one of its eastern tributaries. Here the White Earth has a valley extending four miles down the river, in which the stream winds so much that its length is about twice that of the valley. The valley will probably average about half a mile in width, and is partly settled” (Hayden 1877:37).

In 1874, the Hayden Expedition had traveled a part of this same route after spending time in the San Juan Mountains: “...we traveled down the White Earth [Cebolla Creek] to the point at which it emerges from the upper cañon. Here the new road from Saguache crosses it at a small angle, and swinging far up to the north to avoid the high bluffs, it finally turns up Lake Fork at a point about twelve miles from the crossing of the White Earth” (Hayden 1876:452). The intersection of the wagon road with Cebolla Creek was where Beaver Creek enters the Cebolla Creek Valley along the south side of Iron Hill about 2 miles upstream (southeast) of

Powderhorn. This route into Cebolla Creek may coincide with the route described by Heap in 1853 as a variant of the Spanish Trail coming from Abiquiu via Carnero Pass and joining with a branch coming from Saguache via North Pass at Powderhorn, and the combined routes continuing to Gateview on the Lake Fork.

Continuing along the route from the Lake Fork of the Gunnison, the 1875 expedition was covering new ground (Hayden 1877:38-40):

Lake Fork is one of the largest southern tributaries of the Gunnison River... We crossed it at the mouth of Indian Creek, a small tributary from the east, about 14 miles above its mouth. It is here in [a] cañon-valley. The cañon walls are between 700 and 800 feet high to the first distinct terrace.

Between the walls of the cañon opposite Indian Creek, Lake Fork has a valley half a mile in width, which gradually narrows as we go up the creek, when it begins to be in the mountains, or when we go down, the stream in this direction, gradually cutting into the archaean rocks which underlie the trachytes. This cañon is a true box cañon, particularly near the mouth of the stream, and can be crossed only in a few places.

On the west is Mountain

Creek [Pine Creek], a branch of the Gunnison, joining it half a mile below the mouth of Lake Fork... The ends of these mesas are between the branches of Mountain Creek [Pine Creek] and the west fork of Lake Fork [Willow Creek]... Between the White Earth and Mountain Creeks the country is very open and Grassy, the timber being confined to the banks of the stream, which are below the level of the plateau... The stream next west of Mountain Creek [Pine Creek] is called Blue Creek by the Indians. It is formed by three creeks which are not more than about a mile apart. The two eastern streams unite on the south side of a high mesa, and flow at right angles to their former course until they join the most western branch, which is the main stream [Big Blue Creek]... The main stream is about 30 miles long, rising in the Uncompahgre Mountains, while the eastern branch [East Branch of Blue Creek] is only five miles in length, and the middle one, which is formed by two forks [Little Blue and Middle Blue creeks], is 8 or 10 miles long... The wagon-road of Gunnison crosses the ridges in a sort of gap that separates the tongue-like plateaus extending from the Uncompahgre Mountains, from the mesas bordering the Gunnison River.

After the branches of Blue Creek unite, the stream produced by their union flows in a straight course to the Gunnison. On both sides are plateaus, or rather mesas, with flat tops, (the Twin Mesas,) which have approximately the same level.

The Cebolla [Cimarron River] is the main stream of the two whose consideration we now take up... Cimarron Creek [Little Cimarron River] is the creek next west of Blue Creek. Both branches rise in the Uncompahgre Mountains, draining the north faces of Uncompahgre Peak and the peaks west and north in the immediate vicinity. About five miles from the Gunnison the two creeks unite in an open valley... Between the Cimarron [Little Cimarron River] and Cebolla [Cimarron River] is a high plateau which seems to have a very uniform level. It is covered with a dense growth of timber. Between the Cebolla [Cimarron River] and the Gunnison are high granitic hills.

After the Hayden Expedition made their initial traverse of the route, the wagon road was constructed by agency personnel in late July and early August 1875. Agent Henry Bond sent four ox teams, one mule team, and twelve men to the Uncompahgre Valley with the saw mill, and the road was put into traveling condition as they went

(Henry F. Bond, Indian Agent, Los Pinos Indian Agency, to Edward P. Smith, Commissioner of Indian Affairs July 23, 1875, National Archives, Microcopy 234, Roll 205). Upon completion, the Hayden Expedition described the route (Hayden 1877:347):

This wagon-trail, though at present in a rough condition, can be put in good order at slight expense. It leaves the toll-road to Lake City at Lake Fork, and almost immediately climbs the high plateau which borders this stream on the west. This ascent is one of the most difficult parts of the route, from its length and steepness, and requires considerable grading, cutting, and embanking to render it practicable for heavy loads. On the plateau it runs nearly northwest, over a gently undulating surface, crossing two streams whose banks are quite steep, for a distance of about 8 miles, where it meets Gunnison's wagon-trail. This is the easiest part of the route. There is no improvement needed, except slight cuttings in the banks of the two streams mentioned above. The road thence follows Gunnison's wagon-trail to the Uncompahgre Valley. It passes along a depression between the spurs of the San Juan Mountains on the south and a high plateau on the north. This depression is cut by a succession of

northward flowing streams into a series of saddles. The ascents and descents of these saddles are quite steep, but by a little cutting easy grades can be made. The road strikes the Uncompahgre at the old ford, and follows the river upon the west side to the agency. Wood, water, and grass are abundant everywhere on the route, except between the crossing of Cebolla Creek and the Uncompahgre. Here is a stretch of 25 miles without water, except in two alkaline springs, as Cedar Creek is dry nearly all the year.

From December to April this route is not practicable for wagons, owing to the snow; and for three months at least traveling it with pack-animals is impossible. There is no other route from the east practicable for wagons, and in winter this is the only available mail-route, and at any time of the year it is the shortest and best.

Distances along the wagon road to the Uncompahgre Agency were given as follows (Hayden 1877:347):

Los Pinos, (old agency)	
Beginning White Earth River [Cebolla Creek]	16.0
Leave Earth River [Cebolla Creek]	19.4
Plateau Summit	22.2
Lake Fork	27.8
Plateau, gradually rising to	

	37.6
Mountain Creek [Pine Creek]	38.0
Divide	38.5
Blue Creek	39.3
Divide	40.0
Creek	40.4
Divide	41.6
Strike Cimarron Creek [Little Cimarron]	44.6
Leave Cebolla Creek [main Cimarron River]	45.5
Divide [Cerro Summit]	51.0
Ford of Uncompahgre	70.5
Uncompahgre Agency	81.5

Even as late as the middle 1880s, knowledge persisted that the route was a branch of the Spanish Trail. In his article about the Gunnison Country, Ernest Ingersoll (1884) states:

...yet one gets a more distinct impression of the mountain geography of this part of Colorado by leaving the railway at Sapinero, a station about sixty miles west [of Marshall Pass], and going up upon the plateau that lies between the Cochetopa and the Lake Fork (of the Gunnison) rivers. This is easily done, for the stage road to Lake City crosses it; and also the wagon-road which in former days was one of the paths to Salt Lake and California, by the way of Taos and the Spanish settlements on the Rio Grande. ♦

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CELEBRATE OLD SPANISH TRAIL DAYS

IN TECOPA, CA--OCTOBER 19, 20, 21

Main program on Saturday, Oct. 20, 2012, at Historic Resting Springs Ranch

A Family Event for OSTA members and all trail lovers

- Tours of Resting Springs and portions of the mule caravan route
- Barbecue dinner with Trail-period foods
- Entertainment and games for the kids

Watch for details at OldSpanishTrail.org.

Sponsored by the Old Spanish Trail Association

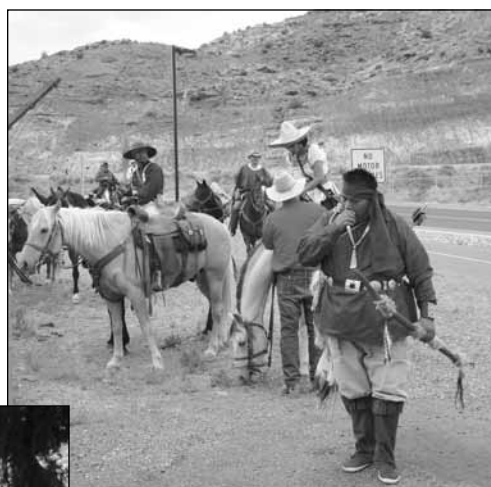
Raising the Mexican flag, one of four in the flag-raising ceremony



Field trip near Fish Lake



Bob Leonard,
mountain man



Riding into town



John Thompson (left) and
Jason Taylor inspecting
weapon



Allen Rowley demonstrates
mule packing



Lydia Jakovac anticipating
Dutch oven dinner



Old Spanish Trail In Utah, OSTA Conference, June 2012



Clockwise from top left: British OSTA members John and Anne Thompson, OSTA manager Dennis Ditmanson, David Fallowfield, William Ramsey; David Ogden, presenter and conference organizer; Janet Seegmiller, presenter; Steven Taylor, presenter; Wade Allinson, presenter; Steven K. Madsen, presenter; Clive Romney, dinner entertainer; Leo Lyman, conference organizer. This is just a fraction of the many speakers at the conference. Photos by Lydia Jakovac and Ruth Friesen



When's a Trail a Trail?

by **Carol S. Clark**

Interpretive Specialist, National Park Service, National Trails Intermountain Region

The Old Spanish National Historic Trail Official Map and Guide has hit the trail! Boxes of brochures were sent to 60 sites that offer trail-related education, interpretation, and recreation across all of the states the trail crosses. And you have one in your *Traces* envelope. The brochure is a major step towards trail awareness and a really useful tool in your kit.

The front side of the brochure provides a historical overview of the trail, including the shifts in nation and economy of the 1820s - 1840s; the men and mules that blazed the trail; the knowledge and skills required to pack the animals and goods for the journey; interaction with the American Indians whose homelands were crossed by the trail; and the technology that led to the demise of the trail.

The second side of the brochure presents a trail timeline and map. The timeline summarizes the early expeditions and precursor events to the start of the Old Spanish Trail and continues through the milestones of the trail era. The map illustrates the geography of the trail while describing each route's strengths and weaknesses. The map also provides visual orientation to the trail and a list of sites to explore today.

For the public, the trail becomes real when there is a way for it to be understood, accessed, or experienced. While the historical timeline of the trail is in the past, the legacy of the trail continues as a part of our nation's history. The brochure connects history to modern experience and directs people to where they can experience the trail. It is a first step towards a deeper understanding of the history of the trail while highlighting the geographical breadth of the trail. The brochure is a tool to move people towards wanting to use the trail and protect it for the future.

National historic trails pose some challenges since they are hard to see in the landscape or on the ground until they are protected, developed, and promoted. No one piece of interpretive media can speak to every aspect of a national historic trail. The Old Spanish National Historic Trail Official Map and Guide is one part of an interpretive media package to help people experience the trail. Other pieces of the package already in place include the official National Park Service trail website, the Old Spanish Trail Association (OSTA) website, publications and events held by OSTA, the Passport to Your National Parks stamp program, and the personal services visitors receive when they visit a trail site. Take the next step — identify resource protection needs and opportunities for trail experiences, then spread the word. You've got the perfect tool to get started.

The brochure can be viewed and requested online at www.nps.gov/olsp or you can contact National Trails Intermountain Region with questions and requests at 505-988-6098 or lodi_administration@nps.gov.



A Westward Epic: Freemasonry

A Factor To Consider In Manifest Destiny, The Old Spanish Trail And Other Western History

by David Fallowfield

Next year I will have been a Freemason for 40 years. Therefore, my interest in Masonry considerably pre-dates my study of the Old Spanish Trail. There is, however, a strong link between these two subjects and I have been exploiting that link over recent months by giving a series of talks to fellow Masons at Lodges across the length and breadth of the County of Cumbria here in England. The main link I use to get the brethren interested in my presentation is the fact that two sons of our county, namely David and William Workman, emigrated to the United States in the early part of the 19th century, carved out careers as pioneers, and also became Freemasons. Furthermore, probably the best known American scout of all time, Christopher “Kit” Carson, was associated with the two Workman brothers and also became a Freemason.

Freemasonry in its present form originated in the British Isles and spread across the four quarters of the globe via Empire and the influence of trade. Naturally, the earliest Lodges in the USA were established in the original thirteen colonies on the Eastern seaboard. Grand Lodges were founded to have jurisdiction over Lodges in a state. A territory could not have a Grand Lodge until it was admitted to the Union and became a state, and in the early days of the



western frontier, Lodges were chartered in territories by Grand Lodges in remote states. Once admitted as a state, another Grand Lodge would sponsor the formation of the new Grand Lodge. For example; the Colorado Masons obtained their dispensation to form a Grand Lodge from the Grand Lodge of Kansas. Kansas obtained theirs from Missouri in 1856 and Missouri from Tennessee in 1821. Tennessee was chartered by North Carolina's Grand Lodge. In turn, North Carolina was granted their charter from England in March 1754.

The two Workman brothers were not Masons when they left for America. If they had joined a Lodge at Penrith, it would have been my own mother lodge, The Lodge of Unanimity, founded 1813 (bicentenary 2013).

The talk I give on this subject is a little too long to set out here for publication in *Spanish Traces*. Therefore, what follows is a time-line précis of the main events in

the story.

1818 – David Workman (b.1797) arrived in the USA from England. James Monroe is 5th President, a member of Williamsburg Lodge No 6, Virginia, the first mason since George Washington in the office of President.

1819 – David Workman establishes a saddlery business in Franklin, Missouri.

1821 – Mexico and its provinces gain independence from Spain. Missouri becomes a state in the Union. William Becknell inaugurates the Santa Fe Trail for trade with Mexico and its northern province Nuevo Mexico.

1822 – David Workman returns to England. In June he convinces his brother William Workman (b.1799) of the opportunities out on the frontier. By September they are in Philadelphia. While David Workman was away from Franklin, a lodge was formed there in May, Union Lodge No 7, Grand Lodge of Missouri Constitution.

1823 – In March the two brothers are back in Franklin. They take on an apprentice in the saddlery business, one Christopher Carson (b.1809). It seems highly likely that this is where the brothers were made masons in Union Lodge.

1825 – William leaves the saddlery business and goes with the spring

trade caravan to Santa Fe. They arrive in July and William settles in Taos. Unlike the other traders, he has arrived with the intention of staying and doing business. He starts a general store and orders distilling equipment. He finds the winter there extreme but survives. There is no lodge in Taos but many of the Mountain Men are masons and informal or “irregular” meetings are held.

1826 – Kit Carson runs away from his apprenticeship and joins the trade caravan to Santa Fe. He too settles in Taos which became his home for the rest of his life, although he was often absent on business. When a lodge was formed in Taos years later, Kit was one of the founders and first Junior Warden.

1827 – William Workman joins party of trappers led by father and son Sylvester and James “Ohio” Pattie and heads southwest in search of beaver on the Gila River. During the expedition Workman shows leadership qualities and is elected leader of a group which split from the Patties.

1828 – William Workman is baptised into the Catholic faith and becomes a Mexican citizen. He concentrates on his general store, flour mill, and whisky (“Taos Lightning” or Aguartiente) business.

1829 – William Workman takes Nicolasa Urioste as common-law wife. Antonio Armijo inaugurates the Old Spanish Trail as trade

route to Los Angeles, California. Apache Indian Geronimo is born. Andrew Jackson is the 7th US President, a mason, member of Tammany Lodge No 1, Nashville, Tennessee.

1830 – William Workman’s business is clearly doing well. He is able to withstand the loss of \$4,000 when a party of trappers he had outfitted were massacred by the Apache. His daughter Antonia Margarita is born.

1831 – Mountain Man and Freemason George Yount travels to California with William Wolfskill via the Old Spanish Trail.

1832 – William Workman’s son José Manuel is born.

Mid-1830’s – William becomes the partner of long time Taos resident, Mountain Man and Freemason, John Rowland.

1835 – By this date, upwards of 30,000 Americans had settled in Texas under the land grant system introduced after independence from Spain. They objected to the increased taxes imposed by the Mexican authorities.

1836 – The Texan situation worsened resulting in rebellion. The Alamo was stormed by 6,000 Mexican troops under General Santa Anna. The 180 American defenders were annihilated after a brave fight; these included Col. Travis, Davy Crockett and Jim Bowie, all of whom were Freemasons. Four days earlier Texas

had declared its independence and adopted a Constitution similar to that of the US. Weeks later Sam Houston revenged the Alamo with a victory against Santa Anna at San Jacinto. The “Lone Star” State was born with Sam Houston as its first President. He was a member of the same Nashville, Tennessee lodge as President Andrew Jackson of the USA, Tammany Lodge No 1.

1838 – Texas elected a new President, Mirabeau Lamar, a master mason of Harmony Lodge No 6, Galveston, Texas.

1840 – Mirabeau Lamar announces plans to annex that part of New Mexico east of the Rio Grande and foolishly names William Workman and John Rowland as his agents in NM. This puts the partners in danger when NM Governor Manuel Armijo denounces them as traitors. They start to liquidise their business interests.

1841 – Rowland and Workman leave Taos leading a group of settlers (including at least two Masons, Benjamin D Wilson and William Knight) along the 1,200 mile Old Spanish Trail to Los Angeles. Two months later they arrive at their destination on November 5.

1842 – Rowland and Workman acquire and share Rancho La Puente.

1844 – Freemason “Pathfinder” John C. Frémont and Kit Carson use Old Spanish Trail. William Workman marries his common-law wife Nicolasa.

1845 – Antonia Margarita Workman marries Freemason F.P.F. Temple regarded as the first marriage in Southern California of two people with Anglo surnames. James Polk is elected 11th President, member of Columbia Lodge No 31, Columbia, Tennessee.

1848 – Gold discovered in Northern California.

1849 – 100,000 “forty-niners” arrive in search of gold, many are Masons and a lodge is formed in Sacramento – founded as Connecticut Lodge No 75 under the Grand Lodge of Connecticut. News of the gold discovery is carried to Washington D.C. by Kit Carson, acting as Scout to Lt. Col. John Frémont, Acting Governor of California. David Workman travels from Missouri to Sacramento to seek business opportunities supplying miners.

1850 – California is admitted to the Union and becomes the 31st State. California can now have a Grand Lodge and Connecticut Lodge in Sacramento becomes Tehama Lodge No. 3.

1851 – William Workman travels to England to visit his sister and brother, and visits the Great Exhibition in London before returning to Los Angeles.

1852 – Great Fire in Sacramento, seven-eighths of city lost, including David Workman’s store. He leaves and travels south to visit his brother at La Puente where he is encouraged to return to Mis-

souri for his family and relocate to California.

1853 – First Masonic Lodge founded in Los Angeles – Los Angeles Lodge No. 42 and its Temple is situated not far from the official (OSTA) plaque which marks the terminus of the Old Spanish Trail. William Workman was one of the founders of this lodge.

1854 – David Workman and family, plus three other families leave Missouri travelling on the Oregon-California Trail via Salt Lake City where they meet with Brigham Young. They proceed over the Sierras to Sacramento, then by sea to San Pedro, thence to La Puente, a journey which took them six months. David joins Los Angeles Lodge No 42. Meanwhile, in NM Kit Carson was initiated, passed and raised in Montezuma Lodge No. 109 at Santa Fe.

1855 – David Workman is killed near La Grange while driving cattle to the mines. He is buried with full Masonic honours at the family mausoleum at La Puente. His son W.H. Workman was so impressed by the ceremony that he later became a zealous Mason (and gave dedicated service as secretary of LA Lodge 42 and in 1887-88 he was Mayor of Los Angeles).

1856 – Second lodge formed closer to La Puente – Lexington Lodge No 104 in El Monte. William Workman and his son-in-law F.P.F. Temple were both members.

1857 – James Buchanan is elected 15th President of US, member of Lodge No 43, Lancaster, Pennsylvania.

1859 – Kit Carson is one of the founders of Bent Lodge No. 204 in Taos and was the first Junior Warden. (In 1864 this lodge became inactive and surrendered its warrant and Kit Carson rejoined Montezuma Lodge. Much later, after New Mexico became a state and organised its own Grand Lodge, Montezuma became No. 1 and when Bent Lodge was reformed it became No. 42. Today Bent Lodge owns the Kit Carson home in Taos and operates it as a museum).

1868 – F.P.F. Temple is Master of Lexington Lodge. He and William Workman found the second bank in Los Angeles. Kit Carson dies at Fort Lyon, Colorado. (Later his remains were moved by the Masons of Taos and Santa Fe to a grave in Taos.)

1870 – William Workman builds a new house in a style of architecture suggesting Masonic influence with exaggerated keystones, pillars, and arches.

1873 – John Rowland dies and is buried with full Masonic honours by members of Lexington Lodge No 104.

1876 – The Workman Bank goes bust. On May 17 William Workman takes his own life. Another big Masonic funeral follows. He is buried in the family vault alongside his brother David and his

friend, last Mexican Governor of California, Pio Pico.

So far, each of my six presentations has been well received, and I've been invited to take part in an exhibition on "Freemasonry in the Community" next year at Cumbria's leading museum. I aim to use my display to highlight the Workman brothers and showcase the main trails they used: the Santa Fe Trail, the Old Spanish Trail and the Oregon-California Trail. Furthermore, word about these talks has spread to London, so who knows where this will all end. ♦

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David Fallowfield is a descendant of William Workman and lives in Cumbria, England where he helped form the only international chapter of OSTA in January 1998. He lives in the Masonic Province of Cumberland and Westmorland. David has made numerous trips to the US and has visited over half the states.

Flying The Nevada Portion Of The Old Spanish Trail

by Ashley J. Hall, Nevada Chapter President and Elizabeth von Till Warren, Nevada Director

Aerial surveys have become one of the most important tools in the kit of historians, geologists, archaeologists, and others who study the vast arid sections of the Far West. What is difficult to see from the ground, researchers can see easily from the air, and so recognize historic sites, trails, and roadways. From about 1,000 feet above the ground, historic resources become very clear along many sections of the Old Spanish Trail/Mormon Road (OST/MR) through southern Nevada and northwestern Arizona.

The Nevada Chapter of OSTA set a goal to fly the entire length of the Nevada section of the OST prior to the Sesquicentennial celebration (150 years) of Nevada's Statehood in 2014. We had two goals in mind:

First, to determine what portions of the OST still existed that could be located from the air, including sections of the Mormon/California Road (Salt Lake to Los Angeles) that followed much of the OST from Los Angeles to south-central Utah.

Second, to locate all 28 of the OST Centennial Markers (7-foot high concrete obelisks, each weighing approximately

200 pounds, made of reinforced concrete and stamped with "Old Spanish Trail, 1829-1850" on two sides) placed along the OST through southern Nevada.

These historical markers were installed as part of the Nevada Centennial Celebration of 1964 by the great OST enthusiast Scoop Garside of Las Vegas, with the help of several of his friends, public officials, the Optimist Club of Las Vegas, Boy Scouts of America, and several prominent businessmen. Scoop was then Managing Editor of the *Las Vegas Review-Journal*, which also aided this effort, providing extensive news coverage to educate the public about this historic trail. The task took about two years to

complete.

So it was that on May 1, 2011 at 7:30 a.m., Mr. Kent Davenport of Las Vegas and his aircraft lifted off the North Las Vegas Airport tarmac and headed northeast to pick up the OST/MR at the northern edge of the Las Vegas Valley. Flying with Davenport were myself (Ashley), my oldest son, Ashley II ("AJ"), and his son, Gregor. Camera in hand and aided by a good aerial map of the area, we picked up the OST near Apex, along I-15 north of Las Vegas, and followed the OST/MR corridor from Las Vegas to the base of Utah Hill in northwestern Arizona.

Our goal to identify portions of the OST/MR from the air was made quite easy in many locations because the spring rains had brought enough moisture to the desert to support relatively lush vegetation. The darker color of this vegetation along the trail and road made them easy to pick out and follow.

Our two best views of both the Trail and the Road were just north of Beaver Dam, Arizona, where old US Highway 91 begins its descent from Castle Cliffs to the Beaver Dams, near Littlefield, Arizona. The OST could be seen east of old Highway 91, very narrow and very straight, while the Road, located on the west side of old Highway 91, was much wider and distinguished by small turns through washes, etc. The OST is a very narrow set of tracks from Castle Cliffs to Beaver Dam, then it runs along the ridged mesa

through Littlefield. At the south end of the mesa, it descends to the Virgin River and crosses the river to the south side, turns right along the river to Bunkerville (Marker #1), continues on southwest to the Riverside Bridge (Marker #2), and then on to Halfway Wash, at the eastern edge of Mormon Mesa.

At Halfway Wash, the Mormon Road turned to the north up through the ravine to the table of the Mesa near present I-15/Old 91, while the OST can be followed directly west up the east side of the Mesa to the table (Marker #3). The OST then proceeds almost directly west across the Mesa where Markers #4, 5 and 6 can be found at approximately 3-mile intervals as it crosses I-15 at the southwest side of the Mesa. The Trail is crossed by I-15 near the rim of the Mesa, then proceeds south, down into Glendale, located on the Muddy River a short distance east of California Wash. Marker #7 is located on the southwest end of the Mesa at the start of the descent to the Muddy River at here. Marker #8 is located in the RV Park at Glendale, while Marker #9 stands proudly adjacent to the Railroad Spur that runs from the Reid-Gardner Power Plant in Moapa to Glendale. Marker #10 is located as one ascends the Hidden Valley Road that runs through the Anderson Dairy Ranch up to I-15 at the California Wash.

Marker #11 stands at the North end of a small mesa, just north of Ute Junction and I-15, on the west side of the interstate highway.



Ashley Hall with Marker #8 at the RV Park in Glendale.

Marker #12 is located at the Valley of Fire/Indian Smoke Shop egress on to I-15 South on the west side of I-15, between the ingress road and the Union Pacific Railroad tracks. Marker #13 once stood at the junction of the railroad and old Highway 91 underpass, but there is no evidence of the marker today. Marker #14 is located at Apex, across Great Basin Highway (US 93), north of Love's Truck Stop; this marker is on the ground, broken into three pieces. The final marker along this stretch of the OST, prior to reaching Las Vegas Valley, is located along the OST/MR west of the frontage road (old Highway 91) before it descends into Las Vegas Valley from the north. From the air both the OST and MR can be clearly seen in

many locations.

Unfortunately, none of the Centennial Markers that were placed in the Las Vegas Valley survived the past 50 years of “progress!” There was once a plaque at the Old Las Vegas Mormon Fort, but it has vanished, as has the one placed at the Las Vegas Springs. The last remaining marker in Las Vegas Valley was #16, located at east Flamingo Road and south Fort Apache. It, too, is missing today.

In early summer of 2012, Kent Davenport again was set to fly our party along the OST in southern Nevada. This time Liz Warren, my son AJ, and I (Ashley) flew along the Southern Corridor of the OST/MR between Las Vegas and Resting Springs, California. On June 1, 2012, we embarked on an early morning flight out of the North Las Vegas Air Terminal, pointing the aircraft to the southwest. Pilot Davenport lined up the OST/MR corridor going southwest from the Las Vegas Springs to the southwestern edge of the Las Vegas Valley, where the OST takes a small wash through the mountains up toward the Blue Diamond Gypsum Mine. This mine, named for the quality of its gypsum, is located northeast of the small hamlet of Blue Diamond, earlier known as Cottonwood Springs. This village is located at the mouth of Red Rock Canyon (formerly Cottonwood Valley), where the old Trail/Road began its ascent up the wide, sandy canyon

to the summit at Mountain Springs Pass.

One can view Marker #17 clearly from about 1,000’ when traveling in a southwesterly direction toward Blue Diamond. Marker #18 is easily visible along the Red Rock Canyon Road just past the entrance to the Blue Diamond Gypsum mine on the north side of the highway. Marker #19, once placed adjacent to the concrete spring box at Cottonwood Spring in Blue Diamond, is no more. Marker #20 is clearly visible from the air in the gap between the village of Blue Diamond and Highway 160. Its top has been shot off, but the marker still stands along the newly created bike route that follows the historic trail through the area. Of Marker #21, only the base still can be seen, located at the edge of the large wash that runs down from the Boy Scout Camp on Mt. Potosi toward the Las Vegas Valley. Marker #22 is easily found, located at the top of the grade on the north side of the highway just before entering the canyon leading up to the top of Mountain Springs Pass.

In order to clear this pass, Pilot

Davenport circled several times to gain altitude sufficient to clear the summit, at 5502’ elevation. Marker #23 was located at the entrance to Potosi Canyon Road at Nevada State Route 160 (SR 160), but it has disappeared. Nor can any trace of Marker #24 be found today. We proceeded up the canyon to the summit of Mountain Springs Pass, where we saw Marker #25 located in a putting green belonging to the local pub. From Mountain Springs Pass, we proceeded down the west flanks of the mountains toward Pahrump Valley and the California State Line. On our descent into Pahrump Valley, the Trail and Road could be seen in several areas adjacent to SR160. One of the clearest places to spot the Trail/Road is at SR 160 and the Sandy Valley Road, formerly the site of Marker #26. Unfortunately, after a Police Association Road Rally through this area in the late 1990s, the marker went missing.

At Stump Spring, there is no evidence of Marker #27. However, Marker #28 is located in Pahrump Valley just northwest of the Old Spanish Trail Highway/Tecopa Road, approx. 1.5 miles from

Isaac Slover gravesite at Agua Mansa cemetery. Long lost, the site was found recently for the first time in a number of years.



Stump Springs, at a place known as “Le Rocher qui pleut,” French for “the rock that weeps.” This spring, while difficult to use in watering animals, provided an alternative to Stump Spring when it was dry.

Another major objective in flying the southern half of the OST was to trace several elements associated with the original Armijo route in 1829. At the direction of Liz Warren, Pilot Davenport circled several locations along the original route to allow Liz to identify certain features noted in OST journals and diaries.

All in all, the two flights over the north and south halves of the OST/MR through Clark County, Nevada were very helpful. The information gleaned will allow the Nevada Chapter to proceed to remark the Trail as part of Nevada’s 150th birthday in 2014 and in conjunction with OSTA’s 2014 Annual Meeting, scheduled for Las Vegas in October of that year. We look forward to welcoming you to Las Vegas and sharing with you southern Nevada’s segment of the Old Spanish National Historic Trail. ♦

Ashley Hall is the president of OSTA Nevada Chapter, a retired Army Brigadier General and retired City Manager of Las Vegas. His past leadership involvements include the Las Vegas Boy Scout Council, Southwest Defense Alliance, the Nevada Alliance for Defense, Energy & Business, Catholic Charities of Las Vegas, and the Clark County Public Education Foundation.

BLM Update

***by Ray Kelsey
Outdoor Recreation Planner
Salt Lake Field Office***

The Bureau of Land Management (BLM) would like to thank all the members of OSTA that made our attendance at the recent annual conference in Richfield, Utah, such an enjoyable and educational experience. The dedication and engagement of OSTA members was an inspiring and outstanding example for all trails organizations to emulate.

These are exciting times for trails management within the BLM. After several years hard work, the BLM is putting the finishing touches on new agency policy manuals for the management of National Scenic and Historic Trail resources. This series of manuals will provide valuable and much needed guidance for BLM staff in a variety of areas including trail inventory, monitoring, land use planning, multiple-use project analysis, and mitigation.

In 2010, the BLM developed a strategy document for the National Landscape Conservation System (NLCS), which is composed of national monuments, national conservation areas, wilderness, wilderness study areas, wild & scenic rivers, and national scenic & historic trails. In May 2012, Washington directed individual BLM state offices to develop their own 3-year strategy documents addressing the vision and needs of specific NLCS

units within each state. This effort is ongoing and BLM partners will have the opportunity to provide input through the process. If you would like to review the NLCS national strategy, you can find it at this link: www.blm.gov/wo/st/en/prog/blm_special_areas/NLCS.html

Recently, BLM concluded a National Historic Trails Inventory Project funded and contracted through the American Recovery and Reinvestment Act of 2009. This project covered trails in seven different states and provides valuable data on 367 miles of the Old Spanish Trail. The intent of the project was to identify and inventory high potential route segments, document trail settings, record trail attributes and resources, create trail information archives, and manage trail data. Results of the project and non-sensitive data will be made available to the public. And lastly, the BLM is in the process of hiring a new trail administrator for the Old Spanish Trail. The person who undertakes this job will be responsible for coordinating with BLM offices and the National Park Service on all matters related to trail administration, planning, and project oversight across New Mexico, Colorado, Utah, Arizona, Nevada, and California. We expect to fill this position this summer and look forward to introducing this person to OTSA in the near future. ♦

Hal Steiner Farewell

by Elizabeth von Till Warren

The Old Spanish Trail, its friends, and supporters lost a grand champion of the trail and, indeed, all things historical, with the death of Hal Steiner in June. Hal had been in hospital for some months when his great heart finally gave out, the trail forked, and he took the path to eternity. He was 91 years young, and his departure leaves a gap that will be hard to fill.

Harold Austin Steiner, born and raised in the South, spent about half his life in the West, where he developed his abiding interest in history. Graduated from Florida State University with a B.A. and from McGill University in Montreal with an M.S., Hal joined the U. S. Air Force in the early 1950s, and served in the Korean War. As a Development Engineer, he specialized in applying environmental science and technology to military systems. He published more than 40 technical and scientific reports based on this work. In the 1950s, he was assigned to work with others on evaluating UFO reports, and was one of the authors of the government's Blue Book on this research. When he retired from the Air Force, Hal and his wife Doris decided to move to Las Vegas, Nevada, a place Hal knew from his military career. Hal's life from that time on became less focused on science and more on history.

I first met Hal in the mid 1970s, when I worked for Nevada State



Hal Steiner and Elizabeth Warren finding an OST Marker

Parks in the Las Vegas District Office. He opened the trailer door one day to engage in conversation about the Old Spanish Trail (OST), the subject of my M.A. Thesis. His interest had been aroused earlier, while driving through southern Utah where, in the middle of a dry arroyo, he came upon a sign announcing the OST passed through there. Hal was astounded to learn that men and animals had endured such a harsh environment, and wanted to learn more. We talked at some length about the trail, its history, and eventual replacement by the Mormon Road. I discovered that he had helped Scoop Garside and John Lytle place some of the trail markers in honor of Nevada's Centennial, and when we spoke, he was engaged in research for his now-indispensable publication, *The Old Spanish Trail Across the Mojave Desert*. While he and I did not always agree on trail interpretation, we became and remained the best of friends.

Over the next several decades,

Hal and I joined others in promoting historical sites and the OST. He was one of my preferred tour guides during the years I headed Cultural Focus for the Allied Arts Council. His tours were filled with intriguing facts and interpretations of Mojave Desert environments, geology, history, and people. In the late 1990s, we joined the Old Spanish Trail Association, formed in 1994, and all of us

took up the task of convincing the National Park Service to support designating the Old Spanish Trail a National Historic Trail. This work engaged us for more than four years, and required Hal's exerting his considerable persuasive powers to stall the threatened decision of the NPS Advisory Council to declare the trail not eligible. He asked me to write OSTA's response to the NPS finding, and promised to produce the response in a very professional manner. And so I wrote the response (helped by numerous others who knew trail history in the states other than Nevada), Hal published it (by then, Hal and Doris had established their publishing company, HalDor), and we were rewarded by the positive decision of the NPS to recommend to Congress that the Old Spanish Trail be recognized as one of the nation's prized historic trails.

Farewell, my friend. Someday, our trails will cross and we shall meet again. ♦