

SPANISH TRACES



Volume 11

Winter 2005

No. 1

Nevada Chapter Field Trip to

Resting Springs Ranch

by Carol Corbett, with photos by Corbett and KnL Carpenter

A dream came true for several OSTA folks on Saturday, November 20. We were given an extensive tour of Resting Springs Ranch east of Tecopa, California. The spring was an important stopping point on the trail and is the site of a well-known massacre of New Mexican traders in 1844.



photo by Penee Hull

Our field trip group
at Resting Springs Ranch.

The ranch has been owned by the Godshall family for over 80 years and a few members of our group had toured it before. However, this tour was different. We were able to see areas of the ranch previously off limits. I'll tell you all about our day and the ranch.

We started from a rendezvous spot in southwest Las Vegas, led by Hal Steiner. Our first stop was off Highway 160 in Cottonwood Valley where the highway heads up to Mountain Springs, NV. With the roar

of modern-day traffic in the background, Liz Warren read excerpts from Captain J.C. Frémont's report of his journey through this area. The trace of the trail can be found just off the highway throughout this area. Hal asked us to try to imagine what it would have been like on the trail with little idea of what lay ahead and how important the watering spots would have been.

Our next stop was the saloon at Mountain Springs. Long a favorite southern Nevada *continued on pg 20*

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Museum Break-in

The Daggett Museum (just east of Barstow) was broken into in January. Be alert for someone selling rare pots and other artifacts. OSTA contact is Cliff Walker, at e-mail <cjwalker@mindspring.com>



Hike the Hill: Trail Advocacy Week

February 27 – March 2, 2005.

This is an annual event in Washington DC during the last week of February, and OSTA is now a regular participant. This year our volunteer and unpaid representative will be Liz Warren, a past president of OSTA and now the president of our Nevada Chapter.

Organized by the American Hiking Society, and by the Partnership for the National Trails System, it draws representatives of all of the National Scenic and Historic Trails together for a variety of meetings and activities. Sessions are scheduled for Sunday on policy issues, training in lobbying and advocacy skills, and

guidance for scheduling appointments with congressional committees. Then for the following three days each trail group is devoted to "Hike the Hill," keeping those appointments, and advocating for their trail.

The focus is to tell Congress what is needed for full funding of trails within the NPS, BLM, and USFS. The activity also increases the credibility of trail groups, strengthens relationships with congressional committees, and provides networking with the other trail groups.

See page 22 for article "Advocacy vs Lobbying." ■

— You MUST Visit the OSTA Website —

<http://www.oldspanishtrail.org>

The upgrade is now on-line and you will see some marvelous changes, thanks to our new webmaster, Claude Warren. There is still more to come, but even so we will appreciate your comments and suggestions toward further refinements, and especially about what else **you** want included. S-mail or e-mail to website manager Carol Corbett whose addresses are in the side-bar at the right.

- Also take a look at "www.nps.gov/olsp".

All matters relating to *Spanish Traces* should be directed to the Co-Editors and Publisher:

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Spanish Traces is the official publication of the Old Spanish Trail Association, a nonprofit 501(c)(3) organization, incorporated under the laws of the State of Colorado. *ST* welcomes submission of letters, articles, book reviews, and OST related news. Inquire for guidelines. The next deadline for submissions is Apr. 4, 2005.

The OST, one of America's great long distance trade routes, is now our country's 15th National Historic Trail. We encourage you to join OSTA and help in its preservation, and increase appreciation of our SW's multicultural heritage.

Membership Dues:

Regular (single or couple)	\$20/year
Student (under 18)	\$12/year
Institutional	\$25/year
Sustaining (single or couple)	\$30/year
Life (single or couple)	\$250
Corporate	\$100 min/year

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President's Corner

by Dr. Reba Wells Grandrud

What a busy five months since writing my first "President's Corner" for the Fall 2004 issue of *Spanish Traces*! Remember at that time I invited you to attend the upcoming Santa Fe board meeting? I am sorry if you had to miss it. It was outstanding. We met there on November 5, 6, 7 with good attendance, every officer and director present, four chapter presidents giving fine reports, and local chapter members joining us each day. Our NPS friends, **Jere Krakow, Aaron Mahr, John Conoboy, and Josina Martinez** were gracious hosts for the board sessions and social mixers on Friday and Saturday afternoons. We enjoyed being at their historic 1936–37 Old Santa Fe Trail Building, possibly the largest adobe office building in the world. If you haven't seen that building and its historic furnishings, do stop by the next time you're in Santa Fe. It is well worth the effort. Salida del Sol Chapter President, Pat Kuhlhoff, ably assisted by Kay Lewis, and other chapter members, expertly handled local arrangements. Food, special museum tours, meeting chapter members, and a field trip that took us out on the Trail and to Bode's Store at Abiquiú—I must tell you, we had a great time!

NEW CHAPTERS. The Tecopa Chapter was organized this fall in California, with **Cynthia Kienitz** as Chairman *Pro Tem*. They plan to elect officers, adopt bylaws, and be "up and running," by February 2005. They are eager guardians of the Trail with Emigrant Pass, Resting Springs, the Amargosa Canyon, and Salt Creek in the

immediate area. OSTA Vice-President **Wayne Hinton** of Cedar City says he thinks a Utah chapter can be organized soon. In Arizona, **Paul Ostapuk** and I are expecting to organize an Arizona chapter in late April 2005, probably in Flagstaff during the annual Arizona History Convention. Ostapuk is Arizona Director for OSTA and lives in Page. He and another OSTA member, **Dr. James Byrkit**, along with **Audrey Godfrey** of Logan, Utah, will be presenting a Historic Trails session at the history conference.

PUBLICITY. Last June when several OSTA directors and officers formed an Old Spanish Trail guest panel at the Western Writers of America meeting in Mesquite, Nevada, contact was made with Ms. **Rusty Salmon**, editor of *Canyon Legacy*, a publication of the Dan O'Laurie Canyon Country Museum in Moab, Utah. As a result, OSTA was invited to contribute OST articles for the Spring 2005 issue of *Canyon Legacy*. Some nine or so OSTA members have risen to the challenge. Earlier this fall, **Dr. Liz Warren's** article on the Trail was featured earlier by the Partnership for National Trails System (PNTS) in its national publication, *Pathways*. Liz is a former OSTA President and currently serving as the President of the Nevada Chapter as well as



Conference Chairman for the OSTA meeting in Las Vegas next June.

ANNUAL MEMBERSHIP MEETING, JUNE 2005. The Partnership has accepted OSTA's invitation to hold its 2005 meeting in Las Vegas in conjunction with ours. We are delighted that our members will be able to take advantage of the acclaimed programs that the Partnership presents for the benefit of all National Historic and Scenic Trails. We are changing our traditional symposium format just a bit to accommodate our being able to attend some of the PNTS sessions; PNTS participants will be joining OSTA in some field trips and other special activities. Be sure and put the OSTA/PNTS meeting in Las Vegas on your calendar for, at least, June 18–20, 2005.

MARCH BOARD MEETING. The agenda is rapidly filling for the next board/chapter meeting which will be in Grand Junction, Colorado, March 4 & 5, 2005, hosted by the North Branch Chapter and President **Bob Moston**. Again, you are encouraged to attend, if you can. Whether you are a chapter member or an interested member of the public, you are always welcome. Also, you can send questions, comments, or suggestions to your state director or any of the officers. Please keep this in mind: if you are a member of the Old Spanish Trail Association, we want your voice to be heard. OSTA is a great organization, we've got a great resource to help protect and promote, and we've got lots of "happy trail" work ahead of us. See you in 2005! ■



William Henry Jackson and the Old Spanish Trail

by Steven H. Heath - President Old Spanish Trail Association
Presented at New Mexico Chapter Meeting, 10 April 2004

When one mentions William Henry Jackson, the images of the building of the first transcontinental railroad, the fantastic wonders of Yellowstone, the majestic mountains of Colorado, or the mysterious ruins of the Four Corners region usually come to mind. Jackson was the first to photograph and present these incredible wonders to the American people in the 1870s. His pictures have been used for more than a century to illustrate the history of the American West. But Jackson was more than a photographer, he was a keen observer and chronicler of a period of time in American history when it went from horse drawn wagons through the great industrial revolution. Jackson's diaries, photographs, and sketches give us the last view of some of the nation's historic trails before they virtually disappeared. Fortunately for us, this also includes the Old Spanish Trail.

In 1866, the young twenty-three year old Jackson left a lucrative photography business in Rutland, Vermont for a journey to California. An argument with his fiancée, Caddie, triggered the crazy adventure and changed Jackson's life. Jackson and a friend had decided to go to Montana to seek their fortune in the gold fields. They hired on as ox-team drivers in Nebraska City to pay their way. As they struggled across the great plains of Iowa, Nebraska, and Wyoming, Jackson recorded the vivid detail of pioneer trail life. At South Pass in western

Wyoming, he was very impressed with the jovial and happy state of a company of Mormon pioneers headed for Salt Lake City. In addition, he and his partner had opened a sack of sugar on the trail, and essentially everything he had earned on the journey was spent to repay the trail boss. The mistake turned them south to Utah. Jackson worked for a Mormon family as a boarder for two months then decided to continue on to California, despite the onset of winter. He and his traveling companion secured passage on a south-bound wagon train in early January 1867. Jackson's father sent his son \$100 by wire to finance the new journey.

The Journey to California on the Spanish Trail

As a passenger, Jackson found time to explore and write about the adventure on what was called the Salt Lake-Los Angeles Road. Though the wagon road did not follow the trace of the Old Spanish Trail exactly, it was very close to the main branch of the historic route. Jackson's diaries give excellent descriptions of the trail just twenty years after the Mexicans ceased traveling it on a regular basis. A few excerpts from his meticulous journal illustrate its importance to historians of the trail. First he details his expenses:

Fare for both	62,	Bacon	10.25,	flour	6	\$78.25				
Coffee pot	1,	skillet	4,	Salt	1,	Yeast powder	1.50	7.50		
Pail	50,	bags,	1.75,	Ax	2,	Blankets	6.50,	Keg	2	11.75
Candles	38,	matches	25,	candle stick	25	.88				
Sugar	2.50,	Coffee,	2.50,	Beef	5.25,	Fry pan	1	11.25		
								\$109.63		

Jackson's party reached the Spanish Trail at Red Creek on January 5th. The group left the Spanish Trail one day later, since they took the road from Cedar City to St. George. On the way, he and his friend Bill explored the lower reaches of the Kolob Canyons. Jackson was very impressed and wrote: "In the canon that Ash Creek flows from were some magnificent Red Buttes, apparently two or three hundred feet high. Made sketches of it from the road." (The majestic Kolob Fingers are nearly 2000 feet high.) On January 11th the train was at the Santa Clara River and on the Armijo branch of the Spanish Trail. Jackson reports: "Passed through Santa Clara & followed up the river of that name the rest of the day through a narrow and tortuous canon. Crossed the river 27 times during the afternoon." On January 12th the group was back on the main branch of the trail and rode over Utah Hill. Jackson wrote: "Just as we were coming out of the canon we saw a curious plant. Sergt. Called it bear root and Bob a species of cactus." Jackson was describing the Joshua Tree forest that all Spanish Trail travelers encountered on their way to California.



photo by KnL Carpenter

Miles of Joshua Trees on the descent south from Utah Hill into Arizona. The summit is left out of the picture.

The party reached the Virgin River near present-day Littlefield, Arizona

on January 13th. The next two days can best be understood from the journal: "We struck the Rio Virgin, swift turbid & very red stream. Followed the current down and crossed it twenty odd times during the day." On January 15th the group climbed the "Virgin Hill." Jackson wrote: "Laid over during the a.m. to rest the mules preparatory to climbing the hill. At noon rolled out. Sergt and I walked ahead & walked away to the top of the hill. A fearful hill. Most awfully steep, the last ascent in particular being very precipitous. Didn't get to the top till sunset." At the Muddy River they encountered "Quite a number of Pi-utes crowed into camp, begging, etc." At 5 p.m. on January 16th the caravan started up California Wash. Jackson wrote: "Thus far from the Muddy we had driven up a canon, or big wash. Roads very sandy & occasionally gravel. The first part was covered with a good deal of brush that gradually thinned out to desert weeds." After reaching Las Vegas Spring, Jackson's January 17th entry included the following lines: "Camped about 3 [a.m.] within a few rods of an old adobe building built some time since by a Mormon as a protection against Indians. Can step across the Vegas at any point, but it has a deep swift current. Took a good wash in it." The Jackson party encountered more Paiutes at Cottonwood Spring on their way west of Las Vegas. On January 19th he wrote: "Rolled out early. Secured a couple of sketches of curious craggy looking peaks at our right. Road rather rough. Ascended pretty high in going through a narrow canon & then descended rapidly. Steep ascents & descents. Wood plenty along the road, cedar & pine."

The trip across the Mojave Desert he described as "broken & barren". On January 23rd he wrote: "As we came out of a canon to the wide plain that extends to the horizon.... We're on the Mojave but not a bit of water is there in sight. The bed of the stream is as dry as the deserts we crossed, though I understand there is an abundance at places above & below." On January 27th Jackson described the descent of Cajon Canyon. "Got an very early start. Roads excellent & made good time. Passed through a grove of cactus [Joshua Trees] where they seemed a perfect forest. At what they call the summit we made an almost precipitous descent down Cajon Hill into Cajon Pass. Considerable labor had been expended on the road so that we got on very well. The scenery was very wild." The group reached Los Angeles and the end of the Spanish Trail on January 31st. Jackson wrote of the last few miles: "Passed over the Los Angeles river on a narrow foot bridge & followed a very winding street up into the central part of town.... many curious trees that were strange to me. Most of the buildings on this st (Aliso) were Spanish."

Establishing a Photographic Career

After three months in southern California and no success at any financial independence, Jackson decided to hire on as a herder and head back east. His journal describes the significant difference in temperature as he crossed the Mojave Desert at the beginning of summer compared to the recent crossing in January, but most of his entries were about the affair the Trail boss's wife was having with one of his wranglers. Jackson and the other

men in the group were disappointed when the discovery of the circumstance didn't develop into a big fight. At Omaha, Nebraska Jackson went back to photography, and he had soon established a very profitable business. He especially found success with his transcontinental railroad picture taking. All seemed to want to record their involvement with this historic event. The construction occupied most of the years from 1867 to 1869. In 1869, he married Mary "Mollie" Greer who helped him forget his Caddie back in Vermont.

Jackson's photographic work on the railroad brought the attention of Ferdinand V. Hayden, one of the great surveyors of the American west, and in 1872 Jackson was in Yellowstone photographing the wilds of America's first national park. Jackson's association with Hayden lasted for nearly a decade. In 1873 and 1874, he began photographing the Colorado Rockies for the Hayden Survey.

On Sections of the Spanish Trail in Colorado

Part of this work took him to the Four Corners region of the southwest and another section of the Old Spanish Trail. Jackson, traveling west from Denver, Colorado, followed the North Branch of the Old Spanish Trail from Saguache to the Cochetopa River just east of Gunnison, Colorado. In this region the survey party encountered a large number of Ute Indians, as the Mexican traders had fifty years before. Heading south and west they arrived at the future site of the city of Durango, Colorado on September 5, 1874. From the 5th to the 9th of September Jackson followed the main branch of the Old Spanish Trail >>>

from Durango to the Mancos River. During the next three days he retraced the path of Old Spanish Trail pioneer Antonio Armijo, down the Mancos River [*] to its junction with the San Juan River. Jackson, unaware of Armijo, was looking for the ancient Indian (Anasazi) dwellings, but his journal reveals much of what Armijo encountered and experienced. From an entry on September 9th he writes: "The Mancos is a stream, or creek rather, about a rod wide & a foot deep, clear & limpid until it strikes the beaver Dams just above & thru the Canon." Further downstream the party encountered some of the Anasazi ruins, which have made Mesa Verde National Park famous and which Armijo fails to mention. After exiting the canyon, he wrote: "Attempted in one or two places to cross, and the others gave it up, got over myself after a while. This stream is difficult to cross at almost every point. It wears steep precipitous banks into soft earth of fr. [from] 10

to 15 feet in height that seem to continue along indefinitely without a break." Armijo's party almost certainly stayed on the west side of the river as his party descended the Mancos.

Jackson traveled northwest after exiting Mancos Canyon and explored the Anasazi ruins in present-day Hovenweep National Monument. On his way back to Denver, he traveled the main branch of the trail from Dolores to Durango. Jackson's journal covered fifteen days of travel on the Old Spanish Trail in southwestern Colorado. On September 16th he wrote, "Took old trail back" to the Animas. Jackson's diaries give us a view of the Spanish Trail just as it is beginning to disappear from the memories of those who settled along its path.

Jackson's Role in Establishing our National Historic Trails
William Henry Jackson lived to the ripe old age of 99 and his fame as a photographer has increased with

each passing year. One interesting sidelight was his involvement with the National Oregon Trail Association in the 1930's. He was asked to serve as the national secretary of this historic organization, the parent organization that led to the establishment of all of our national historic trails. His personal observations on the Oregon Trail were instrumental in telling the story of the Oregon Trail, and they can also be used to tell the story and interpret the Old Spanish Trail, America's newest and fifteenth national historic trail.

Sources on William Henry Jackson

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4. Hales, Peter B., *William Henry Jackson and the Transformation of the American Landscape*, Temple University Press, Philadelphia, Pennsylvania, 1988.
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photo by KnL Carpenter

[*] Looking back upstream on the Mancos River. At left is the beginning of Mesa Verde. The Mancos River is coming in from the east near the horizon center. Armijo came down the Mancos, but, coming across from the east, he hit the Mancos River about about 30 miles downstream from the present town of Mancos, and so was downstream from the Mancos Canyon.

Book Cliffs, Utah

A Major Landmark on the OST

by David Fallowfield, Penrith, Cumbria, England

The first time I visited the small city of Green River, Utah, was on the 2nd of November 1997, having arrived from Durango on the Old Spanish Trail. It was just after sunset and growing dusk but some high cliffs to the north of the town were still sufficiently visible to catch my attention. Next morning I was out by the river as the sun rose at 6:50 A.M. and immediately these cliffs were illuminated by the bright direct sunlight, and in the clear frosty air they appeared magnificent. Having been something of an amateur geologist all of my adult life I fell in love with these rocky prominences, which on enquiry turned out to be called Book Cliffs. Obviously, they have always been a major landmark for travelers on the OST — the equivalent, I suppose, to Scott's Bluff, Nebraska, on the Oregon-California Trail.

In August 2001, traveling on that occasion in the opposite direction, west to east on the Green River cutoff dirt road, the Book Cliffs came into view from about 15 miles distance; once seen they are never forgotten and were instantly recognizable. They became more and more impressive as we approached them, enhanced this time by the late afternoon sunshine. The Book Cliffs, so named because the layer upon layer of sedimentary strata resembles a pile of multicolored books, are a component part of the Rocky Mountains.

When, in 2003, I saw a photograph

that Kenn Carpenter had taken of the Book Cliffs I just had to have a copy, and Kenn kindly sent me one that I framed and hung on the wall in my office. Having this constantly in view motivated me to learn more of the geology of the Cliffs, something which 10 years ago would have been difficult from this distance here in England. However, today the internet opens up the whole world to research and I have learned much about “my” cliffs.



The Book Cliffs near Green River
at the crossing, looking north.

come from the nearby rocks of the Green River Formation and are of a more recent period geologically. The Book Cliffs form the exposed edge of the Mesa Verde Group and the sediments were deposited during the Cretaceous Period 65–145 million years ago. It is said to be the longest continuous escarpment in the world and in places it rises 2000 ft above the valley floor. Also, according to geologist Dr. Shuji Yoshida, it is the world's most active and renowned area for the outcrop-based study of sequence stratigraphy. Book Cliffs are valued economically as a major coalfield, and the sandstones and mudstones interestingly contain fossils of mollusks.

I have two sequences of video film of the Book Cliffs representing each of my two visits to the Green River area to look back on. However, talk of the OSTA 2006 Conference being held in Green River makes me think I have got to be there for that one.



Book Cliffs, view of west side.

At first I thought the Book Cliffs might be the source of some of the world's best fish fossils, such as *Knightia eocaena*, but it transpired that these

Livestock Stealing and Wounding – Prevalent on the Western Half of the Old Spanish Trail and its Successor Wagon Road

by Edward Leo Lyman

There was not nearly as much conflict between Native Americans and Hispanic and Anglo-Americans along the western half of the Old Spanish Trail and its successor wagon road as existed on virtually all other emigrant routes of what became the United States. But there was a good deal of livestock stealing and wounding of domestic animals with arrows so that the wounded animals might be left along the trail for use by those who wounded them. While some of the motivation for this activity was doubtless a long-standing hatred and mistrust – on both sides – along with some natural propensity by members of each group to steal whatever they could get away with, another cause, hardly ever discussed, would be the Indian attempts to exact a tribute-rent or toll for travelers passing through their domain and using some of their game, fodder and water resources.

While almost all of the western half of the historic trail and trade route was inhabited by Southern Paiutes (Nuwuvi), the first known attempt to charge a use fee came from the neighboring Mojave Indians along the lower Colorado River. In early 1827, Ewing Young and other Taos-based trappers, including James Ohio Pattie, approached the Mojave villages in the present Needles, California vicinity, from the south. This time, in contrast to a recent Jedediah Smith visit, the Native Americans appeared hostile and some, afraid.¹ Soon after the fur brigade arrived, a “dark and sulky”

Indian that Pattie assumed to be a chief came into their camp, backed by a large number of other Indians. By sign language he demanded a horse, and when the Americans refused, he explained, through gestures pointing at the Colorado River and then at the packs on the horses and mules, indicating that since the beaver pelts had been trapped in their domain, the horse was assumed to be legitimate payment. When this proposal, which might have been considered fair between white men, was again refused, the chief left and, according to some reports, thrust his spear clear through one of the horses, after which the mountain men shot him. Knowing this invited retaliation, the fur trappers constructed a breastwork and a day later the Mojaves charged amidst a flurry of arrows. The trappers returned fire and then counter-attacked, shooting a second volley from their rifles. Pattie reported sixteen Indians dead. This quelled the attack and the Native Americans retreated while the perceived trespassers made their escape.²

This episode is significant in establishing the pattern of hostility prevailing in the region between Native Americans and the predominantly Anglo-American fur trappers, including some who later led government explorers, soldiers, surveyors and emigrants. While a measure of distrust doubtless existed previously, the stubborn refusal of Ewing Young’s fur trappers to respectfully consider the seemingly legitimate request for reimbursement for the

resources being taken – beaver plews – established the unfortunate precedent for subsequent practices and conflict. There is little question that Native Americans understood the general principle of business conduct among white men, including payment for use privileges and goods received. Since the outsiders, who so frequently crossed Indian lands, using their trails, livestock feed, and water, as well as scarce game, refused to pay willingly, the Native Americans naturally adopted methods of exacting payment through stealing and wounding passing livestock so it would be left behind for their use.

It is clear from extant sources that Mojave Indians were in frequent contact with their Paiute neighbors at Las Vegas and beyond. Word of the initial dispute and discussions of how to deal with future incursions by outsiders were doubtless extensive. There are several instances in subsequent years, where Southern Paiutes would make similar requests for payment, occasionally complied with but often ignored. Many who followed the mountain men into the Old Spanish Trail province were more inclined to shoot at those who presumed to collect the toll fees believed due them. This developed an unfortunate climate of hostility and conflict.

Although some have asserted that these Southern Paiutes barely subsisted in a harsh environment, they actually adapted impressively and utilized a wide variety of foods. Plants like mescal or yucca, abundant in the spring when much other food was scarce, gained increased importance in the diet and was the food called *yant* mentioned in several Mormon

sources. Parts of this plant were roasted in pits, some still visible along the Old Spanish Trail – Southern Route.³ The Nuwuvi were definitely an agricultural people from before the earliest recorded white contact, cultivating corn, squash, beans, pumpkins and sunflowers. The crops were usually planted in rows using a shovel-like stick and water was diverted from nearby streams to irrigate the fields. At least one irrigation ditch extended half a mile, dug four feet deep through a gravel bed, with the diversion dam constructed of logs. While the crops may not have been tended constantly, the Indians returned to weed after the plants sprouted, spending some of the intervening time in gathering other foods.⁴ In 1849, as Mormon missionary George Q. Cannon traveled the Southern Route, he noted corn stalks, beans, squash and other vegetables growing at an excellent Paiute village location in the upper Beaver Dam Wash. He and his fellows were clearly impressed by the example of Indian agriculture, which church members were sometimes erroneously credited with initiating.⁵

These Native Americans made pottery, but they more fully utilized a variety of baskets for food gathering, storage, processing and cooking. One of the most important was a fan-shaped tray-like basket useful in winnowing hulls from grass seed. Native Americans sometimes tossed charcoal to parch the food in the process. They then ground the seeds and stored them as flour to later mix with water for a mush or gruel. Mesquite sugar and screw beans were a prevalent food on several sections of the Southern Route, providing a nourishing food, often used for travel. Pinion pine

nuts were another important tree food of the Paiutes, as were juniper berries. World traveler William Chandlee is one of the few observers of the era who commented on the food derived from the latter source.⁶

It is doubtful if there was ever much large wild game in the vicinity of the Southern Route, although antelope were sighted beyond that point, including the Mojave River area, where deer and antelope were also hunted. All Nuwuvi apparently had the right to travel to the Kaibab plateau and forest to hunt deer abundant there, but it is doubtful if most did so with any frequency. However, small game hunted throughout the year through large-scale rabbit drives requiring extensive cooperation supplied a substantial proportion of the diet. The Nuwuvi made large nets, which ensnared the quarry, later beaten with sticks.

As was almost always the case in Native American history, the coming of Europeans and Americans into their midst rather abruptly altered the lifestyle of the Southern Paiutes. Whatever wild game existed would have been quickly impacted not only by hunting, but by pasturing of cattle and draft animals on the scarce desert feed along with frequent camping and livestock trampling at the scarce water holes. Modern Native American historians have asserted that “little is known about the specific resources [the Nuwuvi] used because Anglo settlers destroyed much of the plant and animal life of the area.”⁷ This was an extreme view, partly since the settlers were so late arriving, except for the Iron County area of Utah. It is probably more true of

Hispanic and Anglo-American travelers and traders in the decades before. The same tribal historians have noted, “The two decades during which the pack trains traversed the Spanish Trail severely disrupted farming.” This was equally true of later Anglo-American emigrants. While some groups took great care not to allow their livestock to damage crops or fields, others clearly did not. At least one, the Derr-Grewell-Hoover party of 1849, pastured their animals deliberately in a corn and pumpkin patch as retaliation for stolen animals. A perceptible part of the crisis of the coming of white men into the region was the clear decline in rabbit population, formerly a mainstay for food and clothing. One of the most telling insights on the subject is from John C. Frémont’s observation that he and his party of forty fortunately got through the Spanish Trail area prior to any New Mexican pack train expedition coming over it that year since “a drove of several thousand horses and mules would have entirely swept away the scanty grass at the watering places.” Such damage to the plant life and water holes must have caused great privation, as well as anger, among local Indians.⁸

It is clear that the thieving and cattle-wounding practices adopted in subsequent years were an attempt to exact a toll for passage through tribal lands, which when viewed from an Indian perspective, was a legitimate reaction to the situation. As several contemporary western American historians, including Patricia Nelson Limerick and Elliott West, have argued, Native Americans proved as adaptable and resilient as other Americans in coping with the situations >>>

presented to them.⁹

Almost from the first contact, tribal groups on the Great Plains recognized the threat to the resources essential to their way of life posed by similar travelers, and therefore demanding tribute from passing wagon trains was a natural response. More than a few emigrants reported that Native Americans requesting such payments explained their reasons for doing so.

Spokesmen for various tribes emphasized that the overlanders were killing and frightening away buffalo and other wild game, overgrazing prairie grasses, exhausting the limited quantity of available timber and depleting the water resources. Thus, overland trail historian, John Unruh, quoted one pioneer saying, “No people, probably, are more tenacious of what they consider their rights than the Indians.”

On the main Oregon-California Trail, many travelers regarded tribute or passage payments as unwarranted “blackmail,” and were particularly perturbed when fairminded governmental officials advised Indians to make such demands. Yet requests for payments were actually quite nominal compared to the increasingly frequent ferry and bridge charges by other enterprising Americans. Most travelers, including those subsequently taking the Southern Route, had extensive experience with both groups, and the more objective observers understood the justification for Native American use levies as they did other tolls and fees.

Southern Paiutes along the Utah to southern California road were acting in precisely the same manner for the same reasons. When such payments were not consistently forthcoming, the Nuwuvi saw no alternative to stealing and wounding livestock to eat when left behind. Over the years, particularly between 1849 and 1858, during which approximately 8,000 Anglo-Americans passed over the wagon road to and from southern California and Utah, the Native Americans along the route became notorious as accomplished thieves and also excellent long shot bowmen. This, too, was completely in keeping with practices of their counterparts farther north, as well as with the Mojaves. There were abundant accounts of innovative and effective stealing escapades on all parts of the overland trails. Particularly along the northern Nevada portions of the California Trail, shooting arrows to kill or wound livestock was equally prevalent with what occurred on the Southern Route. The preeminent chronicler of the overland trail, John D. Unruh, correctly concluded, “On one point both overlanders and guidebook writers agreed: thievery and not murderous attack constituted the major threat posed by Indians.”¹⁰

In the summer of 1848, about the time the United States was taking possession of the region after the Mexican War, the increasingly famous Kit Carson led one last pack mule train over the Old Spanish Trail. Young U.S. Army officer, George D. Brewerton, traveled with the group and recorded more of its experiences than was usually the

case. About midway on their journey, some 90 miles within present southern Utah, the group encountered the great Ute chief Wakara. While he did not attempt to exact tribute from Carson’s party, it became clear the chief was awaiting the arrival of one of the last of the huge Latino caravans ever to traverse the route. He was there to collect “the yearly tribute which the tribe exact[ed] as a price of a safe-conduct through their country.” If this had been a practice throughout the era, which it probably was, it helps explain why there had not been more accounts of violence perpetrated on the caravans as they traveled through the area. It is equally true that the Southern Paiutes would have been aware of Wakara’s presence, technically on their land, and of his lucrative practice. And although doubtless resenting it, they probably also sought to replicate it themselves in their own way farther down the trail.¹¹

Later, a Mormon leader in the region innovated a relevant variation to past practices in the increasingly close relationship of some church members with area Native Americans. While on his third trip returning to Salt Lake City in late 1855, San Bernardino ecclesiastical leader and mayor, Amasa M. Lyman, commenced a practice among the Southern Paiutes at Las Vegas of engaging Indians to herd his livestock through the night, which they did to his satisfaction. Later, after doing the same while on the Virgin River, he confessed that part of his motivation was that they did the work “for less than they would

have expected of us if they had rendered no service,” presumably through the charging of tribute, which on this instance they did not do. He later reported the success of having the native Americans herd the livestock for “the few presents which [he] had for them” to his fellow California colony leader, Charles C. Rich.¹²

Illustrative of the fact that a lapsed Mormon (apostate) leaving the church empire might not enjoy similar treatment was a Danish immigrant named Hans Hoth, who with his fellow travelers encountered whooping Southern Paiutes rushing toward them in the Santa Clara River area. The Southern Paiutes demanded clothing, and each company member offered them some. But the Indians insisted on more, forcibly stripping the men of all their outer clothing, and even taking more when some men tried to put on other pants and shirts. The emigrants drove on in their underwear, glad they had saved their provisions, livestock and lives. They met with similar demands farther down the road at the Muddy River.¹³

In 1864, when the emigrant party of one of the few women diarists to travel the successor road to the Old Spanish Trail, Sarah Jane Rousseau, reached the same Santa Clara Tonequint Paiutes, she confessed being “quite afraid” at the approach of a Native American chief. But he simply informed the party they must each offer something for traveling through Indian country to remunerate them for using Paiute water and grass. Without argument,

company members paid in flour. On at least four occasions thereafter, members of the company also paid Indians to herd their cattle through the night while fellow tribesmen were fed and remained in camp “as prisoners,” presumably to assure the morning return of the livestock.¹⁴

Again, in 1868, former mail carrier over the route Leonard Conger contracted to deliver a herd of cattle from Utah to southern California over the old trail. When he and his wranglers were more than halfway, at Kingston Springs, they were surrounded by a band of presumably Nevada region Native Americans (from Pahrump Valley, perhaps allied with some Shoshones from the Death Valley area) five times their own number. The chief spokesman, who knew a little English, asserted that the surrounding country belonged to the Indians and not to the *hikos*, as white men were called, particularly the mountain sheep, rabbits and quail – all native game. After continued conversation, the speaker declared the local water and grass also did not belong to the white men, although their cattle were consuming it. The demand for tribute was obvious. Conger agreed to butcher and distribute three head of beef, which the domain proprietors conceded to be acceptable payment.¹⁵ Despite the absence of more precise Native American accounts of their motivation for well-known thieving and animal wounding practices, along with more direct demands for tribute from outsiders traveling through their lands, it is abundantly clear that their main purpose was charging for use of their trails and

resources. This was far from unreasonable, given the practices of American citizens common throughout the country. Perhaps most impressive of all was their patience with the thousands of trail users who did not acknowledge, at least at the time of use, the legitimate debt owed for such use. There is probably no other pioneer trail in the present United States where there was less death, of either emigrants or Native Americans, as this western half of the Old Spanish Trail, including its time as a wagon road. Yet these would-be proprietors of the vast trail domain did successfully exact considerable pay from many who ventured through their tribal lands.

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A Journey Back in Time – Wagons on the OST

story and photos by Tom Elliott



Runaway! I'm holding onto the halter of our 1300 lb. Percheron Cross Mule named Jake who doesn't want his bridle back on and has decided to see some country without me. My son Cody sitting on the wagon seat only has lines hooked to Pete, the far mule (right side) on our wagon hitch. As we build up speed I'm hollering "Whoa!" and Cody, with lines to only one mule, is doing his best to pull them up. Mule speed quickly exceeds human speed and my legs go flying as I do a flip into the top of a huge green bush. My first quick thoughts are "I hope there's not a dang big rattlesnake taking a siesta in the shade of this bush." If there was one in there he's probably still wondering what fell on him. I bounce out, roll in the dirt and come to my feet to see the wagon already a hundred feet away going between two parked wagons. Cody finally manages to get them to circle and as they come back Jake decides it's too hot to run and comes to a stop. By the time I get there, except for breathing a little hard, Jake is standing calmly and acting as if nothing had happened, which is a typical mule reaction.

And so the excitement for our first day on the Spanish Trail Wagon Train is over.



Pete and Jake.

This is the second year we have joined with a group put together by Summit Trail Adventures to retrace the Old Spanish Trail from Santa Fe, NM to Los Angeles, CA. The part of the Trail we are presently following is the West Fork in the San Luis Valley, which is approximately 60 miles wide and 125 miles long. It is a semi-arid

desert-like area lying at an average elevation of 7,500 feet, that only gets about 7 inches of rain a year. The valley is surrounded by beautiful mountains, many of which are over 14,000 feet high.

The trail was originally opened by Indians many centuries ago. After the Spanish settled New Mexico in the 1600s they learned of these ancient trade routes and began to use them. The original trail was strictly a pack mule route, being too rough for wagons. It wasn't until about 1848 that the first commercial goods were hauled by wagon. There were several branches of the trail as traders were always looking for a better route. We are following the West Fork of the North Branch of the Trail. There are seven wagons, twelve horseback riders, and several walkers in our group. There's a people-hauler with benches so that when the walkers get tired or the riders get too sore they can take a break. We also have the comfort of a shower trailer and portable toilets that the early pioneers didn't have. Even with these modern conveniences let me say that this isn't a ride for everybody; it's hard work, dirty, and you sleep in bedrolls on the ground. However, if you're tough and adventuresome and want to experience a little taste of what it was like to be on a wagon train, then it can be a great adventure that few people will ever get to experience.

The first night camp and meeting place is just south of Antonito, CO on the ranch of Demetrio Valdez. It's Saturday and we're the last ones to arrive. As soon as we get unloaded it's time to shuttle the trucks and trailers ahead to the finish, >>>

which is in the middle of nowhere, five miles south of Saguache, CO. That night everyone gets acquainted and has a good meal from the chuck wagon, which is trucked ahead to meet us each night on the trail. Our cook is Joe Bob Leake, and he does a great job all week.

Eight A.M., Sunday, wagons roll with our wagon in the lead. We cross a beautiful wide flowing creek, climb a steep hill and we're on our way in the ruts of the original trail. This ranch is rich in Spanish Trail history as it was an original Spanish land grant given to the Valdez family. Dementrio is the 5th generation family member to operate the ranch.

The trail passes in front of Our Lady of Guadeloupe Church, which is said to be the oldest church in Colorado. Built in 1824, destroyed by fire in 1825 and rebuilt in 1826. I wish we could have seen the inside of this beautiful old church. Due to private ownership and fences it's not always possible to follow exactly on the original trail but we do manage to follow it pretty closely. Lunch today is when Jake puts on his run-away act. That night in camp, since all turned out well, everyone has a good laugh. Comments like, "All I saw was your feet in the air," "You disappeared in the bush," and "Will you do it again tomorrow so I can get a picture?"

The second night camp at Capulin is on property owned by Charles and Wanda Garcia. It's a beautiful pasture by a clear running stream with towering mountains in the background. That night it rains and, to our surprise the next morning, the mountain tops are covered with snow, a real picture

postcard type of setting. Today we climb a long rocky hill and at the top, worn several inches deep into solid rock, are wagon ruts! The Forest Service has put a fence around it to protect it for future generations. I wonder out loud at how many thousands of wagons had to have crossed here to wear deep ruts into solid rock. Talk about a piece of history! If these ruts could only talk. If they ever invent a time machine I want to go back, sit on the bluff, and watch the wagons cross.



Ruts, tell us your story!

Cindy McCullough, the owner of Summit Trails, puts on the entertainment today; as her horse stumbles to both knees, she does a flip over his head and lands on her back laughing. I ask her to do it again so I can get a picture! That night in camp we laugh about Cindy's accident and our run-away and ask who's going to put on the show tomorrow? No volunteers. Our good friend Willard Forman comments that if we think we've had accidents and problems, just imagine what kind of problems those early pack trains and wagons must have experienced. The pack trains could vary in size from 50 to 150 pack mules. The mules were turned loose at night to graze and might wander off as far as a mile. Can you imagine what it must have been like to catch a hundred mules and load their packs every morning? Mules kicked,

horses bucked, wagons broke down and turned over, and there were rattlesnakes and Indians to watch out for. Yeah, those folks had a lot more problems than we did.

By the second day everyone is pretty well settled into the routine and has gotten to know each other. Summit Trails puts up the tents each night (and takes them down) for the horseback riders and walkers so all they have to do is unsaddle and head to the chuck wagon. We have to put up our portable hotwire for the mules, unhitch, unharness, feed and water the mules, put up our tent, and unload the bedrolls from the wagon. My grandson Colby soon learned to hate the words "Colby, get in the wagon" when it was time to load and unload. He also learned how to totally disappear in a small camp the minute we pulled in.

All the creeks and irrigation ditches in the San Luis Valley run cold, clear water. History says the first irrigation ditches were built at San Luis in 1852. Other ditches and reservoirs soon followed, and the era of irrigation in the San Luis Valley began. It seems that when you apply water to this arid desolate looking land it comes to life. Alfalfa, barley, and potatoes seem to be the main crops. We were told that in the fall the water is shut off.

The third night camp is in the city park at Del Norte. The Old Spanish Trail Association is putting on a fundraiser and silent auction to benefit the Association. Western singer Rick Devin, who rides with us and sings around the campfire each night, has his band come in and they put on a great show. They ask us to park our wagons in the park so people can get

a close up look at them. Colby manages to con his uncle Cody and me out of enough money to get a belt buckle at the auction. The turnout wasn't bad considering the weather, which was cold, rain threatening, and a very strong wind. Joe Bob has a time with the cook fire and has to round up some windbreaks. We cater chuck wagon cooking so I can sympathize with him. The old chuck wagon cooks on trail drives didn't have sheets of plywood, plastic tarps, or horse trailers for windbreaks, but chuck wagon cooking is a whole other story.



Chuck wagon cook Joe Bob Leeke and Tom Elliott (L & R).

The fourth night we camp at Rock Creek on a private ranch owned by Bruce & Kris Steffens. The folks that live along the trail couldn't be nicer and go out of their way to help us. They eat at the wagon with us, visit, look at the wagons and teams and seem to enjoy it as much as we do. Without the cooperation of these private landowners, retracing the Trail would be impossible, and a special thanks is due these people.

The last night camp on BLM land is a scene out of an old Gene Autry movie. We are camped below a bluff of boulders that look just like the ones

in the movies where the bad guys hid and shot at Gene. We encounter big red ants beds everywhere, but they are particularly bad here, and it is also very snaky looking. You have to be careful not to pitch your tent or put your mule corral over one of these ant beds. Mules have a dislike for ants just below that of bees! Someone knows where there are petroglyphs, said to be Comanche in origin, so a few of the guys take a four-wheeler to go look at them. Colby rides out of camp on the handlebars and I'm thinking, "His mother would die if she saw that, and then she'd kill me." However, in this terrain, it's impossible to go fast so I just look the other way.

Day five and the end of the ride is near. Willard offers to let Colby ride Rebel today. Rebel is a twenty-two-year-old gelding that Willard has owned since he was a two-year-old and has been down more trails than most people. Colby jumps at the chance to get out of the back of the wagon, but if you think it's impossible to sleep in the back of a bouncing, rattling wagon, I have pictures of Colby to prove different.

Today we spend most of the day on the original Trail. I spy the rusted band off an old wagon hub on the side of the road. If it was only possible to follow that old hub band from the wagon factory to its final resting place by the side of the trail, what a story that would make! The trail comes up on two man-made water tanks built by the Forest Service. Being a native Texan, I'm used to seeing windmills by water tanks, but there is nothing as far as the eye can see except these two tanks made from giant, rubber, heavy-equipment tires. The water,

they tell us, is piped to these tanks from reservoirs in the mountains. Each tank has a float, which shuts the water flow off when it's full. We water and move on.

We finally see the trucks and trailers parked in the distance. We leave the trail and cut across the desert to the finish. My wife Cheryle, Cody's wife Morgan, and my daughter Jamie, Colby's mother, are all there to greet us, having spent the week shopping. There are lots of hugs, handshakes, and we-enjoyed-being-with-you-and-hope-to-see-you-next-year, and then everyone goes about the business of breaking the wagons down and loading the teams for the trip home. We're the last to pull out, and it seems strangely quiet and empty as we head to Alamosa for a soft bed and hot shower. I think of all those pack trains and wagons that went before us when there was nothing here but wilderness. They were tough, brave people, and we owe them a debt of gratitude for blazing trails and opening trade routes that brought our country closer together and helped to settle the west.



Camp the last night.

Note: Tom and Cheryle Elliott do chuck wagon catering, wagon restoration, sell wagon parts, and all kinds of cowboy items through their website at: www.cowboycooking.com ■

Mule Technology and the Old Spanish Trail

by John Hockaday

From the beginning, Spain's New Mexican colony was isolated and dependent on Spanish ships for supplies by way of the El Camino Real from Mexico City and the state of Chihuahua far to the south.

The sheep the Spanish brought into their isolated New Mexican territory soon multiplied and the looms of the New Mexicans were kept busy manufacturing fine products from all that wool. These products soon became a form of currency and were traded far to the south for supplies brought into Mexican ports on Spanish ships.

Pack mule technology was nothing new to the New Mexicans. The El Camino Real that ran between there and New Mexico through Mexico City and the state of Chihuahua was a busy place with big lumbering ox carts and long trains of pack mules piled high with trade goods traveling in both directions.

Trade with anyone but Spain was forbidden, although some trade had developed with the Ute Indians to the north. The New Mexicans traded horses, knives and other items for deer, bear and beaver hides, as well as for women and children that could be sold as slaves for a large profit back in New Mexico. Trade had also developed with some of the mountain men who exchanged furs and hides for supplies, but this trade was against the law and risky business. You might wind up in prison or worse.

In 1821, Captain William Becknell and several other Missourians doing

some trapping and a little trading with the Indians along the southern end of the Rocky Mountains soon found they had wandered too close to a Spanish settlement. When the Mexican Rangers appeared, they were outnumbered and thought all was lost. They might even go to prison, but to their surprise they were treated like guests and were invited into town to trade.

Mexico had just won its independence from Spain, but they didn't stick around for the celebration that lasted for three days and nights. They were soon on their way back home to Missouri and the United States with their saddlebags full of Mexican silver. The news soon spread that items worth thirty cents in Missouri would bring as much as three dollars in New Mexico.

By the next spring pack mules and wagons loaded with trade goods were crossing the Missouri River in that direction. The prairie grass in some places grew so tall you couldn't see the teams or the wheels on the wagons. It made the huge canvas-covered freight wagons look like ships at sea; people started calling them prairie schooners. The 870-mile route became known as the Santa Fe Trail. Before long the Mexican pesos circulating in Missouri outnumbered the American dollar.

Later the trail was extended to the southern California coast, the extension became known as the Old Spanish Trail, and during the years 1829-1848 would play a major role in America's manifest destiny scheme.

The extension was developed after the news reached New Mexico that mountain man, fur trader and explorer Jedediah Smith and his men had made it across the mountains and deserts to the San Gabriel Mission in southern California, this in 1826 and again in 1827.

With this information Antonio Armijo and several other independent traders were able to get passports and permits from the New Mexican Governor Chaves that would allow them to trade New Mexican products in California.

On November 7, 1829, the first mule train caravan of its kind to California left Abiquiu, New Mexico led by Antonio Armijo, the man Governor Chaves had chosen as *commandante* of the group, with some of the traders on mules and others on horseback, accompanied by 30 extra men to help with the mules that were heavily loaded with trade goods and provisions. This impressive looking group was on the way to California looking for adventure and profit.

We might need to add here that most of the 30 men, or *peons*, brought along to help with the mules and camp chores probably weren't mounted and, like the mules, walked or jogged their way to California.

We are not going to tell the whole 1,200¹-mile story of Armijo's trek to California, just the last 160 miles to the Mission San Gabriel after he reached the life-saving water of the Mojave River, about 20 miles northeast of today's Barstow, where the trail from Utah merged with the Mojave Trail. In the wagon era this

junction became known as “Fork of the Roads.”

By the 20th of January, Armijo’s group was almost out of anything to eat; his scouts had already been sent ahead to locate the nearest settlement and bring back badly needed supplies.

From Armijo’s diary: *January 20, 1830 – A day’s journey without water.*²

January 21 – Armijo is at the Mojave River where the trail comes in from the coast to trade with the villages along the Colorado River.

At this point along the Mojave, by digging holes in its dry surface, they would soon fill with plenty of water. Their horses and mules must have been nearly worn out and nothing but skin and bones after crossing the desert between Las Vegas and the Mojave River, but it was mid-winter. The days were shorter and the long nights would allow them plenty of time to feed and recuperate as the train made its way up the river.

From this point until they reach the Mission San Gabriel, we’re going to spice up his rather boring diary with the mule train technology of the era and some of the daily routines that went with it.

The Mexican mule was a sophisticated, clannish and sometimes funny critter. They worked together and they balked. The men swore by them and at them. One end kicked, the other end could bite. Being a lot like humans, they weren’t born with wisdom, but they could be taught to perform necessary tasks, and what they learned they

remembered well. If they hadn’t learned too many bad habits, they could accomplish some unbelievable tasks.

January 22 – Via the same arroyo.
(Armijo meant *Up* the same arroyo.)

At the end of each day’s journey before making camp, the cargo would be removed from the mules and placed on some well-drained ground and covered in case of bad weather. The men always slept close to their precious cargo.

The mules would then be lined up in a straight line or hollow square all facing the same direction, waiting for their *aparejo* packsaddle to be removed. As soon as this was done the mules would lie on the ground with their hooves in the air and roll from side to side perhaps trying to erase the memory of the heavy burden they had been forced to carry all day. This procedure also dried their sweating backs and kept them from getting chilled. After the bell mare was tethered nearby they were turned out to feed and rest. They would seldom stray beyond the sound of her bell.

January 23 – Along this same arroyo we ate a horse.

Before they ran out of provisions, their main diet was a hard cake-like biscuit made from corn meal and brown sugar with a little cinnamon. Some rock hard jerky could also be pounded into powder and mixed with hot or cold water, each making a nutritious drink. On special occasions the cook prepared *chile verde* with a lot of chopped onion to help keep away the scurvy.

Each man’s company outfit was simple: a sharp knife and a large tin cup or some other quart-sized container that could be used for mixing and drinking their gruel and broth. This kind of diet didn’t take a lot of preparation and more time could be spent on the trail.

January 24 – Ditto

Each time they ate a horse, it likely put one of the traders afoot. With a diet like this, the grinding stones and other stuff packed on the kitchen mules were of little value. The meat was probably cut into strips and divided among the men to be cooked over their many campfires.

January 25 – Ditto

When the bell mare was brought back into camp each morning, the loose mules would follow and slowly line up in the same position as the day before, for they seemed to recognize their own *aparejo*. The mules were always blindfolded before being repacked. The blindfolded mule would stand perfectly still unless startled by something unexpected. If something unexpected did occur, it was a dangerous place to be until he finished kicking his fool head off and settled back down. The mule’s affection for the bell mare, usually white or light colored, has been known and taken advantage of for a long time. The mules would follow her anywhere, a lot like young ducks or geese follow their mothers. The tinkling of the bell tied around her neck seems to enhance the situation.

In command of the string of mules is the Pack Master. He’s the one >>>

that starts the train and can stop it in case of trouble. Beside him is the *Cargodor*, or Assistant Pack Master, followed by the bell mare. Each packer is in charge of packing and unpacking 4 or 5 mules and is responsible for their well being along the trail. All the men carry blindfolds on their arms so they can quiet any mule that gets into trouble because of a loose pack.

January 26 – Ditto. We ate a mule belonging to Miguel Valdés.

Their packsaddle, called an *aparejo*, was invented by the Mexicans and was superior to other packsaddles; so superior that the United States Army later had them manufactured for their mules.

The *aparejo* was made by stitching two pieces of leather 24" x 60" together in the middle. The stitching represented the middle of the mule's back. The pieces on either side of the centerline were stitched around the edges creating two flat pockets. These were reinforced on the inside with four 1" flexible sticks for a framework; $\frac{3}{4}$ " sticks were placed inside the frame 2" apart horizontally. The compartments were then stuffed as tightly and uniformly as possible by hand with specially prepared dry grass, then sewn shut.

When the saddle was first put on the mule, it looked like a large book had been opened in the middle and placed upside down on the mule's back. A 12"-wide leather band, called the crupper, was run around the mule's rump and laced to the saddlebags to keep it from sliding forward over the mule's shoulders.

The Mexican *aparejo* made it easier on the mule by spreading the weight of cargo more evenly over his back. When loading the mules, the saddle and pack were tied down so tightly that they became a part of the mule. And, if necessary, on level ground the mules could be encouraged into a sort of fox trot that was in harmony with their packs, and the sure-footed mules could sometimes travel at nearly six miles per hour.

January 27 – Along said arroyo we met our scouts with supplies and men from the ranch of San Bernardino.

If Armijo's train had been traveling 12 miles a day, more or less, the 27th would place them on the west fork of the Mojave River near the *Rancheria Guapiabit*.

It is the author's opinion that Armijos' train, now with plenty of provisions and men to show the way, and possibly some fresh mounts, took the Cajon Pass variant of the main trail that went west up Summit Valley to east Cajon Canyon that joined the main Cajon Canyon at *Rancheria Muscupiabit*.

The route that Father Zalvidea took back in 1806, according to his diary, is four leagues, or twelve miles, between the two *rancherias*. You'll note from here on, with their spirits high, plenty of provisions and men to show the way, they were able to travel twice as many miles per day, and named their camping places.

The mouth of San Bernardino Canyon, Cajon Pass, is ten miles further down the main canyon from Muscupiabit.

January 28 – San Bernardino Canyon
If Armijo had stayed with the main but steeper trail that crested the San Bernardino Mountains he would have entered the valley two miles below the mouth of San Bernardino Canyon.

The Cajon Pass trail turned west at the mouth of the canyon, today's Devore/Glen Helen area, and in six or so miles rejoined the main trail as it rounded the east end of the San Gabriel Mountains. From there the main trail continued southwest with variants leaving and rejoining as it made its way towards the coast.

Based on Armijo's diary, they must have camped in or at the mouth of Cajon Canyon.

The New Mexican rarely stopped for a noon meal. Once the train got underway, it was kept moving, if possible, until the end of the day and their next camping place. If stopped for any length of time the mules would lie down and couldn't get back up again without being unpacked.

January 29 – San Jose jurisdiction.
It is about 25 miles from the mouth of Cajon Pass to the sycamore, cottonwood and willow-lined San Antonio Creek, the eastern boundary of the San Jose jurisdiction, today's Los Angeles County line. Years earlier, Juan Bautista de Anza camped along the same creek. In 1837, the San Jose jurisdiction was granted to the Palomares and Vejar families and became Rancho San Jose.

At the San Antonio Creek crossing, near today's Arrow Highway, the

trail branched, one called the Upper and the other the Lower Trail. Today's Arrow Highway follows the Upper Trail through south Claremont, San Dimas and the famous Mud Springs area and on into the La Puente jurisdiction.

Today's Orange Grove Avenue, Pomona Boulevard and Old Valley Boulevard, once the route of the Butterfield Stage line through that area, all follow what once was the Lower Trail along San Jose Creek in the La Puente jurisdiction.

After crossing the San Gabriel River, the Upper and Lower Trails came together again at a place whose claim to fame today is that it was the end of the Santa Fe Trail, the city of El Monte, a few miles east of the Mission.

January 20 – La Puente jurisdiction. Whether Armijo took the Upper or Lower Trail may have depended on the best place to cross the San Gabriel River at that time of year. Either way, they camped near the western boundary of the La Puente jurisdiction January 30th, 20 miles west of their San Jose campsite.

January 31 – At the Mission San Gabriel

On January 31st, after 1,200 miles and 86 days on the trail, the first mule train caravan of its kind from New Mexico to California, led by *Commandante* Antonio Armijo, had reached its destination and started an annual event that lasted for nearly twenty years.

After doing some trading and with a trail to follow, a group of his men made a hurried trip back to New

Mexico in less than half the time – 40 days.

The faithful Mexican pack mule, after 18 or 20 years under the saddle usually breathed his last along some lonesome trail and became food for the wolves.

March 1, 1830 – With the peons driving wild cattle, horses and mules, Armijo left the San Gabriel area and, after 56 days, was back in New Mexico. His only losses were some animals that were worn out and some that were stolen by Indians. After he filed his report, New Mexican Governor Chaves sent Armijo's diary to the Minister of the Interior and Foreign Relations on May 14, 1830, praising Armijo's efforts and success.

The \$10-15 California mules sold for \$50 or more in New Mexico, and twice that in Missouri. These fine mules were more durable under fatigue and praised by the trappers and freighters all over the southwest and down into Mexico. The back door to California was now wide open; the trail was a blessing as well as a curse and was soon being used by friend and foe alike. But that's another story....

Notes

¹ All mileage is approximate.

² All references taken from the Antonio Armijo diary are written in italics for clarity.

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Resting Springs Ranch

continued from page 1

watering hole, a concrete OST marker still exists in the saloon's parking lot. Hal talked a little bit



about the location of the trail in proximity to the nearby springs. From the saloon we headed toward Pahrump, taking the turnoff west to Tecopa and Resting Springs Ranch. We were met at the turnoff by OSTA members from Pahrump, bringing our group to a total of 26. After driving through Emigrant Pass, we arrived at Resting Springs Ranch.

The Godshall family acquired Resting Springs Ranch in 1916 when Lincoln D. Godshall, PhD, a chemist and metallurgist, purchased it from Philander Lee. Godshall was a mining engineer and part owner of the Gunsight Mine, about three miles south of the ranch. He used the ranch as his headquarters for mining operations. Water from Resting Springs was piped over to the stamp mill at Gunsight Mine.

Godshall stayed on the ranch until about 1936. His son, a medical doctor named Leon Godshall, wasn't

interested in the ranch so when Lincoln died in 1953, it was left to his twenty grandchildren, one of whom was Dr. Harry Godshall, a dentist. Harry had spent time at the ranch as a boy and he gradually acquired the interests of the other grandchildren until he owned the property in its entirety by 1963.

After retiring in the early 1980s he and his wife Jo, a retired executive secretary, moved to the ranch permanently. They raised Arabian horses and Great Dane dogs and also grew palm trees for sale to landscapers. Harry died in 2001 and Jo relocated to Las Vegas.



Harry and Jo Godshall at their ranch in 1999 with their Great Danes.

The ranch was left in trust to the Godshall children and grandchildren. Harry's son, Dean Godshall, is the latest in a long line of Godshalls at the ranch. Dean, his wife Terry, and their two children Dillon and Juliet, use the ranch as a second home.

Back to our field trip. We arrived at the ranch and were greeted by caretaker Alan Hardt. Liz read us the portions of Frémont's journal relating

to the massacre at this spot. We were then taken on a tour by ranch resident Penee Hull. Penee and her husband David are friends of the Godshall family and have been coming to the ranch since the late 1960s. In about 1986 they built a home on the ranch, and moved there permanently a couple of years ago.

Penee began the tour by taking our group picture in front of the ranch sign and a concrete OST marker. Just beyond the marker, on the edge of a meadow area, is the oldest building on the ranch – an adobe structure that was built by Jonas Brown Osborne, a mining developer, around 1877. Subsequent residents have added on to the original adobe building.



The oldest building on the ranch. Harry at one time expressed hopes of converting it to an OST museum.

We walked along the edge of the meadow to the spring that was the reason for the importance of this spot on the trail. The ranch area with its abundant water and grasses was a favorite hiding spot for horse raiders throughout the 1800s.

The spring still runs and the ranch depends on it for their culinary and irrigation needs. From the spring we walked along a road up onto a small hill. Further up this hill are lookout

areas that Pennee explained had been used throughout history by those at the ranch to spot people approaching the ranch. From its peak, the low hills and remnants of prehistoric Lake Tecopa to the west and the valley reaching to Emigrant Pass to the east can all be seen. Pennee pointed out two low stone walls. These may be the remains of a redoubt built for defense by the many generations of occupants and travelers (such as Native Americans, Captain Frémont, and the U.S. Army).



Low stone walls, thought to be remains of a redoubt built for defense.



OST marker near the redoubt site is Nevada Centennial Marker No. 32.

As we followed the road along the hillside, we could look down across the ranch and get an appreciation for its layout. We passed by two large ponds that the ranch uses to impound spring water. We then came to the Hull house where Pennee was kind enough to offer us use of the facilities.

Several of us who took advantage of her offer were also able to see some of her family photographs. From there we returned through palm groves to our parking area, viewing the Godshall home along the way. We had lunch at this point and discussed our tour.

From the ranch we headed back to the east and stopped at Emigrant Pass. Here a remnant of the pack trail can be seen, as well as remains of the wagon road. A short hike took us to a concrete marker that marks

the pack trail, Nevada Centennial Marker No. 31.

We returned to the cars and continued east to Stump Springs. Following a maze of roads we found the actual dug out spring. This was our last stop on the tour so we all headed back to Las Vegas. There was agreement among the group that it was an excellent trip. I think it piqued everyone's interest in the trail and in OSTA. And, I think it inspired Hal, Liz, and me to do more such trips in the future.



Looking west from Emigrant Pass toward Resting Springs and Tecopa. The distant mountains are the Resting Spring Range.



Hal gave us a Trail talk at Emigrant Pass in the Nopah Range. This view is looking east across California Valley to the Kingston Range.



Carol Hal Liz

And a great trip was had by ALL!

Advocacy vs. Lobbying:

Be Sure You Know the Difference

by Kenn Carpenter

Our organization and its members, collectively the Old Spanish Trail Association, are all advocates for the OST, which is so special to us. We advocate among ourselves, to friends, to the public in general, to state and federal agencies, and to our legislators. Each year during the last week of February we join with about 25 other major trail groups in Washington DC for an exciting event called *Hike the Hill: Trails Advocacy Week*.

This chosen week is a pivotal time in the federal budget cycle, and is a time when Congress needs to hear from the trail groups about the issues that affect the OST and the other trails nationwide. Truly it is a working week for the trail representatives. The week includes sessions on policy issues, and training in **lobbying and advocacy** skills. Then comes the meat of the week, scheduling appointments and attending congressional meetings. Our advocacy efforts for 2005 will focus on full funding for trails and recreation management within the NPS, BLM, and USFS.

Now that the OST is a National Historic Trail, this becomes serious business for us. Members of OSTA are of course the best advocates for our Trail, but it is the presentations of all the trail groups that give credibility and a strong relationship with agency and congressional staff. This group effort has consistently contributed to increased funding and awareness for trails across the nation.

Advocacy. When OSTA members adopt a position statement, testify before a legislature on an OSNHT issue or topic, comment on proposed legislation, are interviewed by the media, or write an opinion-editorial, they are acting as advocates. There is nothing inherently wrong or unethical with such activity. Advocacy is an accepted form of expressing support for or objection to a particular policy. It is only when advocacy becomes lobbying that greater caution is essential.

Lobbying. The primary control over lobbying activities is exerted by the Internal Revenue Service. Nonprofit groups such as OSTA have strict limitations on the types of lobbying activities in which we may engage. Failure to comply with the IRS rules may lead to the revocation of our nonprofit status, and therefore we must treat our lobbying activities seriously.

There are two fundamental types of lobbying: direct and grassroots. The first involves OSTA contacting legislators, or asking our members to contact legislators, to support or oppose a particular program or piece of legislation. The second involves approaching the public to influence the outcome of legislation or policies. What both have in common is that they attempt to influence a decision-maker or politician to vote in a particular way, and both involve mention of a specific legislation

rather than general topics.

For the purposes of IRS, as long as the nonprofit group refrains from spending its own money on direct or grassroots lobbying efforts, the activity is not considered “lobbying.” In other words, if an OSTA member volunteers their time to meet with a legislator to oppose or garner support for a particular piece of legislation, and spends OSTA funds for doing so, then that activity is considered lobbying. If OSTA funds are not spent for the activity, then OSTA is not lobbying. Since the *Hike the Hill* week in Washington DC is purposely intended to affect legislation, to affect budget allocations to the agencies and the trails, it is therefore lobbying and OSTA funds cannot be used to send our delegate to hike the hill; we need an alternate source of donations that does not pass through the OSTA treasury.

Another area of concern is the endorsement of a political candidate. Nonprofit groups are forbidden to either endorse or oppose the election of political candidates; however, the policies of a particular candidate may be supported or opposed. Also in this regard, when individuals send letters to legislators they should be carefully worded so as to represent the opinion of the individual writer since speaking as an individual is less likely to be considered lobbying. When comments are made to the media, the comments should coincide with the position of the national OSTA.

The information presented here is not considered legal advice, but rather as a caution to our members

What Congress Wants to Know About OSTA

by Kenn Carpenter

Elsewhere in this issue you have been reading about Trails Advocacy Week, Hike the Hill, and Advocacy vs. Lobbying. All of those articles relate to our relationship with Congress, and the following will give you a clearer picture of the importance of that relationship.

OSTA is a member of the Partnership for the National Trails System (PNTS), as are 26 other National Historic and Scenic Trails groups. All the trails are shown on the National Trails System Map and Guide, but it has not yet been updated to show the OSNHT. We hope that will be done soon.

Gary Werner, director of PNTS, is the consolidated contact with Congress for all of our trail groups. He meets directly with the congress-

sional committees and presents funding requests that are usually additional to those already in the federal proposals. Gary's requests are based on specific inputs from the trail groups, and it is essential that he be able to describe to the committees what the increased funding will do for their constituents back home.

One of the most effective pieces of information that Gary presents is his annual report of the hours that volunteers have contributed and the monetary contributions made by the

organizations for our trails. So each year in January the trail groups summarize their data and send it to Gary.

How does OSTA collect their data?

We have only collected this data for two years, and now hope members have been tabulating their data all during the year. We know we are not reaching all of the members who contribute their time, but we try to be more all-encompassing each year. In early January we send reminder requests to those that we know have volunteered time, and we send instructions on how to do it. The following is a summary of OSTA contributions the past two years, and the consolidated PNTS totals that Gary presented to Congress. They are very impressive numbers!

Table of Contributions

OSTA	Vol Hrs @ \$/hr	Financial Contribution	Total \$Value
2002	5,697 (16.05)	\$23,322	\$114,948
2003	7,629 (16.54)	\$27,833	\$154,017

PNTS	Vol Hrs @ \$/hr	Financial Contribution	Total \$Value
1995	369,941 (11.52)	\$2,754,934	\$7,017,027
1996	473,066 (9.49)	\$4,071,409	\$8,539,203
1997	439,299 (12.94)	\$4,243,943	\$9,929,971
1998	498,702 (13.85)	\$4,403,802	\$11,312,959
1999	553,905 (13.40)	\$5,780,340	\$13,202,666
2000	593,392 (14.82)	\$6,638,313	\$15,438,306
2001	621,615 (15.39)	\$6,652,079	\$16,218,731
2002	662,429 (16.05)	\$6,850,214	\$17,482,199
2003	648,548 (16.54)	\$6,997,803	\$17,724,797

We thank all our members for their contributions in both time and expenses!

who may become involved in one of the budgeting or legislative activities that OSTA is involved in during the year. Also, much of this information has been gleaned from the publication of the Society of American Foresters, *The Forestry Source*, October 2004, Vol. 9 (10):12. The SAF has had 100+ years of involvement with Congress, State legislatures, County and City governments, as "advocates" of scientific forestry and "educators" of politicians about forestry practices and issues. Their success is reflected in their explanation summarized above.



Index to Spanish Traces Available

An 8-page Index to all 29 issues of *Spanish Traces* and Conference Reports is available from the Editors as a PDF file to your e-mail address, free. Hard copy is available s-mail, postpaid for \$2 in USA. Includes following 5 lists:

- *Spanish Traces* and Conference Reports
- Articles by Title
- Authors of Articles
- Books Reviewed by Title
- Authors of Books Reviewed

Book Reviews

These Canyons are Full of Ghosts – The Last of the Death Valley Prospectors

by Emmett C. Harder
(Real Adventure Publishing, San Bernardino, CA, 2001) 216 pages, index. \$15.95 soft cover.

OSTA's own Emmett Harder, who led Rancho Chapter outing participants to his current gold mine in the Mojave Desert last year, is the author of this collection of entertaining reminiscences about twentieth century miners in Death Valley.

Harder credits his great-grandmother, Emma J. Rich, an Arizona pioneer who moved to Los Angeles in the 1880s, for his love of adventure. Harder's wry sense of humor, a lust for gold, and an appreciation for the quiet sage-scented beauty of the desert are also revealed in the pages of this book.

In the 1950s a magazine article about a lost ledge of gold in southwestern Death Valley prompted the beginning of Harder's Death Valley escapades. Harder and a coworker from an airplane repair depot in Ontario, California, Carl Ruona, persuaded a pilot friend to fly over the Manly Peak area in a rented 40 horsepower J3 Cub. This southwestern portion of Death Valley is a stark landscape with high, barren peaks as shown in the picture Harder took from the plane and which is included in the book.

Harder and Ruona used various vehicles to further explore this territory – a 4x4 Army truck, a Plymouth coupe, a World War II jeep named "Lucifer," and a 1950 GMC

van nicknamed the "Green Machine." A lot of hiking was involved also.

Yes, Harder does eventually discover the lost ledge and the reader is right there to share the excitement when Harder's shovel breaks through the top arch of the tunnel to the Lost Mormon Mine. The reader concludes that Harder's good physical conditioning as well as his persistence played key roles in finding this mine at 7000 feet elevation.

Above all, though, this is a book about the colorful individuals who inhabited and mined with varying degrees of success this end of Death Valley. Short chapters with titles such as "Fire in the Hole" and "The Hit Men" chronicle the human aspirations and foibles of characters who are long departed. These "ghosts" range from "Panamint" Russell, a southern version of Death Valley Scotty, to Harry Briggs, a serious loner and former CEO of an oil company, who really did strike it rich at the end of his life.

Gregarious, tale-spinning Asa "Panamint" Russell had been partners with Siberian Red or "Ernie", who had prospected in Siberia and Alaska. In 1925 they discovered a rich vein of gold near Manly Peak that Ernie thought was worth \$15,000 a ton. "We're rich! We're rich! I never saw ore like that any place in the world!" Ecstatic, they returned to camp, staying up late dreaming of how to spend their newfound wealth – a yacht, traveling to Europe, etc.

Unfortunately, a heavy rain followed, altering the landscape, and despite three months of searching, they never found the site again. His nerves cracking,

Ernie went back to talc mining.

In the 1960s Russell, a first-class con man himself, teamed up with Clinton Anderson, retired from the Jet Propulsion Laboratory, who convinced Russell that he had the high tech skills to build a Radar Machine that would find all the rich veins of gold and silver within two miles of their camp. Long after this dream died, Anderson and his wife Stella lived on in Death Valley, looked after by passersby who would leave food and other supplies at their cabin.

Perhaps the most chilling episodes are in the chapter devoted to the seven-member Manson Family. Newly arrived from the Haight-Ashbury district of San Francisco, this group was staying at Barker Camp, about seven miles from Harder's camp. Charles Manson and Charles "Tex" Watson asked Harder and Ruona to come see the gold ore they'd found. Something didn't seem quite right to Harder. As he writes, "Carl and I had a well-stocked camp and lots of equipment, two vehicles and a string of pack animals. We were all alone and if anything happened to us, no one would miss us for a month or two."

Harder confides that he felt more secure knowing that he had a revolver in his pack. As they hiked along, the location of the supposed mine became vague. Suddenly inspired, Harder offered to pay the group for collecting geodes that they were finding along the way. "Here is work you can do close to your camp." This was a wily solution. Later Harder traded a truckload of food for a truckload of geodes.

Harder and Ruona also went to dinner at Manson's Camp. Somehow, it's hard to forget the image of the communal bowl of hot, bubbling syrup into which they all dipped their rolled-up pancakes. Harder looks at what happened later as a tragic example of what drugs can do to the brain.

Unforgettable are images of other desert folk – Paul Jones and his family who eked out an existence in the ghost town of Ballarat, operating a store and occasionally rescuing grateful strangers lost in the desert. And there's "one-arm" Anderson who fell out of a jeep while going around a curve. He used his lone arm to clutch his whiskey bottle.

For those who have visited China Ranch in Tecopa, it is interesting to read about Stella Brown, the grandmother of China Ranch's present owner, Bryan Brown. Mrs. Brown assured Harder that the Mormon Mine was real, not just a legend, and told him how to find it.

The book is written in a conversational style. The reader feels that Emmett Harder is sitting around a table or a campfire just talking to friends. As he writes in the Acknowledgements, "This book is just my personal recollections, nothing more!" Someone looking for a smooth, chronological narrative may be disappointed. But those with a love of desert adventure and interesting characters will find this a good read and may even find themselves getting out their maps and planning an expedition to the area described. The AAA Death Valley map lists most of the landmarks and washes that provide the settings for these

Surviving Conquest, a History of the Yavapai Peoples, by Timothy Braatz (University of Nebraska Press, 2003) 302 pages, 3 maps, notes, bibliography, index. \$55.00 hardcover.

The author is an assistant professor of history at Saddleback College, having received his Ph.D. at Arizona State University. From the bibliography, it is obvious that a great deal of original research went into this book. He states in his acknowledgments that he is biased in his personal feelings concerning treatment of American Indian peoples. However, he does attempt to present the historical record of the indigenous people now called Yavapai. His intent is to correct the military historians about the Yavapai peoples, and to show how they shifted from the hunter-gather economy to the more sedentary life of farmer and wage earner.

The book is divided into chapters reflecting the changing life of the Yavapai, from their early traditions and stories, through European contact and submission, to their present day tribal organization and lifestyle.

In the chapter called "The Early Yavapai World" and before European contact, four main Yavapai groups roamed over much of central and western Arizona, including the Sonoran desert, the diverse basin-and-range

remarkable stories. Appropriate, good black and white photographs are sprinkled liberally throughout the chapters.

Reviewed by
Jane Stewart
Yorba Linda, California ■

areas and into the high elevations of the Colorado Plateau. The people gathered a variety of plant foods as the crops matured during the year. Hunting added to their diet and some agriculture flourished in more well watered areas. Social structure was informal in the group sense; most lived in small, related bands. Their life was marginal at best, in a rugged, harsh environment, and starvation was always a possibility. The Yavapai had loose alliances with tribes along the Colorado River, but were adversaries with those living along the Gila River. Relations with the Pai tribes to the north and the Apache tribes to the east tended to change, depending on the circumstances.

The chapter called "The Yavapai World Invaded" covers the various European groups coming into the region. From the late 1500s to the late 1700s there were early waves of invaders. Living as remotely as they did, the Yavapai attempted to avoid interaction with these early Spanish explorers and missionaries. Although they could see the advantage of some friendship with these new people, they were also wary. Such things as horses and firearms were easily perceived as a powerful advantage for those that had them. By the early 1800s these invaders were causing changes in the lives of the Yavapai.

By the mid-1800s the invaders were the mountain men and, later, miners. They were followed by settlers, who claimed ownership of increasing amounts of traditional Yavapai roaming areas. These invaders insisted that the Indian "threat" be removed by the military. The Yavapai could not easily avoid interactions with the whites, though they tried. *cont'd >>>*

Book Reviews

Continued

The last two chapters, "Creating a New World" and "Homelands," cover the latter parts of the 1800s and into the 1900s. For the most part, the Yavapai could see that it was to their advantage to adapt to a new way of life. However, they felt it was important to them that they remain living in their ancestral land. Various treaties were made and broken by the whites. Various reservation systems were forced on the Yavapai. Countless bands succumbed to murder and disease. Finally, through time and perseverance, the Yavapai people were able to secure some of their old lands for small reservations. They farmed areas that were suitable and they adopted various wage-earning lifestyles that allowed them to remain viable in the white man's world.

Many of the events related in this book are from the Yavapai perspective, as told by them. Most of us have heard about these events from the military or government perspective. By pulling the old stories and documents together, the author allows the reader to see "the rest of the story." Presently owning a house in what were the homelands of the Yavapai, it makes me look at things differently and, I hope, with a greater understanding of reality.

I was disappointed there were no illustrations beyond the one photograph on the dust jacket. There must be other historical photographs that could have been included. I tend to be visually oriented and photographs add a lot to my personal reading. I recognized many of the places mentioned in the text and know where

Chapter Reports

North Branch Chapter

The North Branch Chapter will host the OSTA board meeting March 4-5, 2005 in Grand Junction. We anticipate an informative meeting and interesting field trips to segments of the trail.

A local Boy Scout, Matt Young, completed a sign restoration project on the Trail south of Grand Junction. Following are excerpts of the letter of commendation he received from James Cooper, BLM Transportation Planner:

"I reviewed your Eagle Scout Project which you completed over the course of the past year to identify and direct the public to the Old Spanish Trail near the Gunnison River Bluffs Area. I was very impressed with the quality of your work. You coordinated extensively to gain permission from various landowners to place signs. You also successfully funded your project through donations from local

they are. The included maps, while helpful, were somewhat minimal for those not familiar with Arizona.

I would recommend this book to anyone interested in Arizona history and especially to those wanting to broaden their understanding of the development of one native population to the coming of the Europeans.

Reviewed by

Rose Ann Tompkins
*Chandler (and Strawberry),
Arizona* ■

Nevada Chapter

We were contacted by the City of Mesquite regarding plans for a Transportation Museum in Mesquite. The city, located northeast of Las Vegas on I-15, is applying for grant funds for the project, which would highlight the important role that transportation has played in Mesquite's history. The focus will be specifically on the Old Spanish Trail, the Mormon Road, the Arrowhead Trail, US-91, and present day I-15. We advised the city that we would be glad to >>>

businesses. In reviewing your report, you also organized a great deal of volunteer labor to help complete your project. All of these actions you took to complete your goal of an Eagle Scout are also the traits of a good leader. The users of the Old Spanish Trail must be very grateful for the improvements you have made. The BLM certainly is.

The BLM and NPS will be preparing a Comprehensive Management Plan which will determine how the trail is managed. The planning team will be visiting the Grand Junction area within the next year, and the Gunnison River Bluffs area will be part of the field trip that the planning team takes when they visit. Your work will likely be viewed by this National Team!

The BLM sincerely thanks you for your efforts and commends you for obtaining the rank of an Eagle."

Submitted by Bob Moston

*Chapter President
Grand Junction, Colorado* ■

participate in supporting the project.

Member Bob Funk of Sign Xpress in Las Vegas produced eight OSTA banners for use by chapters and states, at his cost only. The banners will be distributed at the March board meeting and should bring more visibility to OSTA activities.

Liz Warren, Carol Corbett, and Hal Steiner continue to work with BLM on their trail kiosk project. Text and images are being developed.



Banners are 2 ft by 8 ft, in color, with grommets for hanging at booths.

Liz, Hal, and Carol took a day trip to seek out places for interpretation of the Armijo Route of the OST. Much of Armijo's route along the Virgin and Colorado Rivers in southern Nevada is now under the waters of Lake Mead. We visited marinas along the shores of the lake where interpretive information might be placed. We also discussed the feasibility of floating interpretive signs on the lake as a possible way to present the history of the trail in a unique manner.

In late December Liz Warren accompanied Claudio Chacon and his family on a day trip to Resting Springs Ranch. Claudio, who led the OSTA Board on a field trip in Abiquiu, NM in November, is a descendent of Santiago Chacon who was killed at Resting Springs in 1844. Claudio's family was able to

Salida del Sol Chapter

Our chapter had 6 interesting meetings in 2004, with a field trip in the fall. We heard from Sarah Schlanger of BLM regarding where we go next as a National Historic Trail. We had a joint meeting with the Palace of the Governors Docents at the State Archives Building and found out how to use the internet to look up records for researching, and then had a tour of the records themselves. Our national president Steve Heath gave a talk about William Henry Jackson on the OST [see article pg 4]. Helmut Schmidt spoke about various people on the OST, and Dorothy Parker gave a talk on the Bode family, founders of Bode's Store in Abiquiu where the new marker will be installed and dedicated this spring. And in November we had a tour of the Fray Angelico History Library and saw many of the old maps of this area.

bring some closure to his death by blessing the site. Liz will give a full report on this event in the next issue of Traces.

We held a chapter meeting January 6 with a presentation about the trail at Mountain Springs, NV. A followup field trip will be held in the spring.

We also held a very successful field trip to Resting Springs Ranch in November. See separate article starting on page 1.

Submitted by Carol Corbet
Chapter Secretary
Las Vegas, Nevada ■

Northern Rt.

Armijo Rt

In November our chapter hosted the national 2-day Board Meeting which was held at the NPS offices near Museum Hill. We had an evening social, an evening dinner, a tour of museums on Museum Hill, and a tour to the OST Chama River crossing north of Abiquiu.



photos by KnL Carpenter

The Abiquiu dam in the Chama River at eight miles upstream from Abiquiu. Abiquiu Lake is on the left. It was here that the Armijo route swung west, and the later northern route headed northwest.



Chama Canyon below below dam. The five miles from Abiquiu up to the canyon is easy going.

We continue to work with Doug Knudson and the BLM and NPS on the Abiquiu wayside marker which will be mounted on the wall of Bode's Store. A draft of the exhibit is finished and final tweaks are being made.

Submitted by Pat Kuhlhoff
Chapter President
Santa Fe, New Mexico ■

Tecopa Chapter

Our first official meeting was held January 26 at the Ranch House Inn B&B [at China Ranch] in Tecopa CA with 6 OSTA members present. Discussions were had about OSTA and the status of the Comprehensive Management Plan by Brad Mastin (BLM Barstow). The proposed chapter bylaws were then discussed and adopted, following which officers and board members were elected.

The chapter name is now officially the Tecopa Chapter of OSTA, with the boundaries from the Kingston Cutoff on Highway 127, northeast through Tecopa to the state line.

Officers and Directors elected were:
Cynthia Kienitz, President
Brad Mastin, Secretary
Karin Pine, Treasurer
John Pawlak, Director
Steve Garrett, Director
Dwayne Jechart, Director.

Our chapter's next major step is to obtain our EIN number from the IRS, and then request inclusion under the 501(c)(3) umbrella of the national OSTA.

Our board is comprised of members from California and Nevada, and most of us wake up in Old Spanish Trail country every morning. Deep in the Mojave Desert, Tecopa and China Ranch sit on the edge of the Amargosa Canyon surrounded by wilderness untouched by modern development. For thousands of years humans have lived, migrated and traded here because of the abundant water sources. The OST followed these same water sources for commerce.

Today the modern traveler follows the OST route for recreation, seeking an historic, remote, serene, rejuvenating experience.

Our chapter area includes some significant recognized trail segments and sites. They are Emigrant Pass, Resting Springs, Amargosa Canyon and Salt Creek. We will submit our first grant request in March for research planning in support of the OSNHT Comprehensive Management Plan. Our proposed projects are:

A) A wayside exhibit and parking area at Emigrant Pass.

B) A new trailhead into the Amargosa Canyon.

C) A unique story to be told at each of the local businesses on the OST.

The Tecopa business community is eager to embrace these projects. They recognize the OST as an important piece of their "community character." Federal, state and local entities work diligently to protect this landscape and cultural history, including the OST.

Thank you for your recent e-mails and warm welcome into the OSTA. We are eager to work closely with the Rancho and Nevada chapters, and we look forward to meeting many of you at OSTA's Annual Conference in Las Vegas in June.

Our next chapter meeting will be February 6.

Submitted by Cynthia Kienitz

*Chapter President
Tecopa, California* ■

Rancho Chapter

The Rancho chapter of Southern California held another weekend of trail mapping led by Cliff Walker and Brad Mastin. The site for "Mapping the Trail" was near Hwy. 127, just east of Fort Irwin. Their efforts were to add GPS sites to the BLM database. "Since the Mormon Road basically followed the Old Spanish Trail, we will be looking for extant remains of this old wagon road," reports Cliff. The group met at the Mojave River Valley Museum in Barstow at 8:00 a.m. on Saturday November 6 for a weekend of searching and mapping.

An additional field trip for Saturday evening was a visit to Calico, where Jim Chatters was the speaker at the Early Man Site for the Fortieth Anniversary of the Calico Dig. After a potluck supper, the excavator of Kennewick Man, Jim Chatters, presented an informative talk regarding the finding and excavation of this important skeletal find in Washington State. Then on Sunday afternoon some of us squeezed in a visit to Wild West Days at Shoshone.

Upcoming Chapter Plans:

February: Visit the John Rains House in Cucamonga, and Yorba-Slaughter Adobe in Chino.

March: More mapping of the OST with Cliff Walker and Brad Mastin.

May: Traverse the Old Ridge Route and visit Fort Tejon with John Robinson

May: Annual Rancho Chapter Meeting and elections of officers.

Submitted by Joanne Hinchliff

Chapter Pres., San Jacinto CA ■

Kayaking the OST

by Carol Corbett

For quite some time I have been fascinated with the route of the Old Spanish Trail (OST) along the Virgin River in southern Nevada, and decided it would be fun to kayak the Virgin to get a sense of the route early travelers took along the banks of the river. Normally the Virgin is hardly a river at all, but in the spring it widens, deepens and picks up enough speed that it is worthy of a kayak.

In April 2004 the time was right. My partner Tricia Porter, my brother Ed Schlegel, and I decided to kayak the Virgin, starting from a small dam just upstream from Mesquite, down to Halfway Wash, a distance of 19 miles. The OST entered Nevada just east of Mesquite and early travelers followed the river west to Halfway Wash. There they left the river, turned north up the Wash, and climbed Virgin Hill up to Mormon Mesa.

Our plan was to do the trip in two days, with Riverside being the mid-point. After dropping off our shuttle vehicle at Riverside, we headed to the dam above Mesquite. This concrete dam was built in 1955 to prevent flooding and to divert water into a system of irrigation canals. Mesquite had been plagued with floods since the first settlers came to the area in 1880. There were three groups of Mormon pioneer families who came in those early years. The first two groups left the area, but the third group of families, who came in 1894, stayed.

After taking the traditional “start of trip” pictures we headed downriver. The river was narrow and took an immediate turn with many branches hanging over us. The river is very brown with rich Utah soils, and the banks are heavy with cattails and reeds. We spotted several egrets, blue herons, and ducks. Turtles would quickly slip from shore into the

water as we passed by. Approaching the outskirts of Mesquite we passed an elementary school, and a riverside park under construction. Then it was under the Mesquite bridge and along the outskirts of Bunkerville, one of the earliest communities in southern Nevada, settled in 1877.

A highlight was spotting a river otter in the water ahead of us. We passed by “ranch junk” — ranchers and farmers pile their unwanted concrete, trash, and building materials on the edge of the river bank.

At a bend in the river we came upon several junked cars, and high and dry quite a ways from the riverbank we saw a boat. It had probably been washed downstream from someone’s backyard during the big New Year’s Day flood of 1989. That flood wiped out the Quail Creek Dam in southern Utah, causing the Virgin to swell to record size.

The riffles along this stretch became heavier than before, but still we felt at peace with the river. Passing under the Riverside Bridge we noticed many mud swallow nests on the underside. Here we ended our day, loaded up the kayaks and headed to Mesquite to pick up our other vehicle, and then to camp.

The next morning we drove down into the Gold Butte area, taking a dirt road down to the south side of the river at Halfway Wash where the OST travelers left the river for Mormon Mesa. Leaving a vehicle at Halfway Wash, we headed back to the Riverside Bridge and put in again.



Heading down the Virgin River, approaching Mormon Mesa. Halfway Wash comes in on the right just before the Mesa.

The river that day was wider, the riffles were slower but longer, and there were not as many turns on the river. By lunch time we could see Mormon Mesa in the distance. There are a few large ranches along this part of the river and it was nice to see them from the riverside rather than the roadside as I am used to doing.

As we took out at Halfway Wash we speculated about a drilling rig that was operating on the north shore of the river. I later spoke to the US Bureau of Reclamation and found out that the Virgin Valley Water District was drilling test wells for ground water exploration. Their permit specified drilling was permitted only in the flood plain of the Virgin River. Access is provided via an existing road that comes down the northern end of the wash. Both USBR and USBLM assured me that these activities would not impact the section of the OST that ascends Virgin Hill and is listed on the National Register of Historic Places.

I was happy that I had finally gotten to kayak the Virgin River. Next year we plan to continue the trip from Halfway Wash, down through the Virgin River Narrows, into Lake Mead, and across the lake to Overton Beach landing. ■

Board Meeting Summary

This was a somewhat different board meeting than usual; it was held in Santa Fe NM, was hosted by the Salida del Sol chapter, we met in the NPS headquarters board room, the meeting was split over two afternoons, there was an evening social one evening and a group dinner the other, there was a field trip to museum hill, a visit to Bode's Store in Abiquiu where the new wayside exhibit will be installed, and a field trip to the OST Chama River crossing north of Abiquiu. It was a full weekend! Attendance was 100%, and NPS sat in on the full meeting. Our special thanks to the chapter, and especially to Pat Kuhlhoff and Kay Lewis.

Key items from the meeting are:

- 1. NPS Challenge Cost Share.** The program is now available to OSTA subject to specific project approval.
- 2. Abiquiu Wayside Exhibit.** Design is complete and ready for final review. Install next Spring.
- 3. Spanish Tracing Mailings.** List will be expanded to include complimentary mailings to NPS and BLM folk involved closely with the CMP for the OSNHT. Complimentary "memberships" have been eliminated.
- 4. OSTA Dues to PNTS.** It was agreed to increase our dues to \$300 for 2005, to be mailed in January.
- 5. Annual Conference June 2005.** As previously announced it will be held in Las Vegas June 18–20. Liz Warren has signed facilities contract, in combination with PNTS contract for whom we are also making host arrangements. Budget is not yet

finalized and so no registration fee has been set yet. Early registration packets to be mailed in April.

6. Book Retail Sales. Inventory of books for the next conference now exceeds \$2000 and 20 titles, all derived from profits over the past three conferences.

7. Table Top Mini-Exhibits. Thirty more exhibits (now 33 total) have been purchased and were distributed at the meeting. They will go back to the several states for use along the Trail at museums, libraries, and visitor centers. Brochures are included on the exhibit.

8. Bylaws. A thorough review is under way. Final draft will be available for next board meeting. Mailing will then be to members for voting at the June annual membership meeting.

9. Policy and Procedure Manual. It was agreed that such a manual be compiled, and that we consistently follow it. Most items are either written or are in process.

10. CaféPress on the Internet.

Choice of products, which logos to use, and testing is nearly ready.

11. New Treasurer Appointed. Ron Archibald found it necessary to submit his resignation. Kenn Carpenter was appointed to complete Ron's term, effective immediately. Ron brought all of the books and records for hand-over.

12. Copier for Secretary. Judy Knudson reported she now has the new copier, as moved at a previous meeting. This is for routine OSTA business at home, and will also be brought to board meetings.

13. Annual Conference June 2006.

Facilities will be reserved in Green River UT for June 9–11 by Joanne Hinchliff, 2006 conference manager. The airport at Grand Junction CO can be used for fly-ins.

14. Mapping Manual. It was agreed to standardize on OSTA's Mapping Emigrant Trails (MET) manual for procedures on field trip mapping and recording. NPS and BLM agree to its use. Decision was to purchase 40 manuals [final order was for 30].

15. Cooperative Agreement. The budget for our next fiscal year is due Jan 15 to NPS. Input suggestions to K. Carpenter, who will write and submit the requested budget to NPS.

16. Mileage Reimbursement. The Cooperative Agreement budget provides for \$1,500/year assistance for travel to board meetings, with a 1000-mile deductible. Lobbying travel is not included. Preliminary analysis suggests 11¢/mile. Policy & procedure to be approved at next meeting.

17. Elections. Pat Richmond is chair of the nominating committee.

Positions to be filled are:

President, 1 year,

Vice-President, 1 year,

Secretary, 2 years,

Treasurer, 2 years,

Director, California, 3 years,

Director, Utah, 3 years

Nominations may be sent to Pat:

E-mail <patsjoy@pocketmail.com>

Tel. (719) 658-2377

18. Next Board Meeting. It was agreed we meet in Cortez, but that has since been changed to Grand Junction CO. Dates are March 4–6.



Pics of the Board Meeting Weekend

by KnL Carpenter



Eastside entrance.



Designed and built specifically for the National Park Service in 1937–1939, it still blends perfectly with the Spanish-Pueblo style architecture of Santa Fe.

The massive adobe walls are two feet thick at the windows, and five feet thick at abutments. Rows of offices encircle the central garden of cottonwood and fruit trees, flowering shrubs, and especially plants that grow naturally in the southwest. A walk through the building must be done slowly because there is much to examine at every turn. At the main entrance one is immediately struck by the huge double doors, heavily buttressed on both sides, and then the lobby with its display cases of native pottery. Alas, since 9/11 the building is heavily secured.



The conference room was a perfect place for our meeting. Photographs on the wall offered glimpses of the construction work. The massive hand-carved table and chairs were built by the CCC crews. The table corner pictured at the right shows the intricacy of the design and carving.



Porch-walkways around the garden are lined with ponderosa pine posts capped with decorative corbels to support the roof.



This life-size monument represents the Santa Fe Trail caravans, and it is awe-inspiring to be next to it. There are two wayside interpretive exhibits with maps that tell the history. It is just across the road from the NPS building.



And of course there was the field trip on the Trail out of Abiquiu.

12th Annual OSTA Conference

June 18–20, 2005

Las Vegas, NV

To be held jointly with the Partnership for the National Trails System's 10th Annual Conference on National Scenic and Historic Trails, June 18–22.

Joint Conference theme:

“Community Connections for the National Trails System”

The City of Las Vegas, named by Spanish Trail caravan leaders in the 19th century, is celebrating its 100th birthday in 2005. Acknowledging the direct relationship between the City and the Old Spanish Trail, this conference is part of the City's Centennial Calendar. Community connections will be explored throughout the five days of the joint conference through OSTA-designed field trips to acquaint members and guests with Old Spanish Trail routes through southern Nevada, and at PNTS workshops exploring ways to strengthen the connections between scenic and historic trails and the **Tourism Community, the Education Community, and Community Trails and Greenways Stewardship.**

National, state, and local leaders will speak and conduct these workshops.

Special Bonus:

Capacity Building

for Member Organizations

Two half-day workshops on capacity building, with emphasis on managing volunteer programs, tracking volunteer hours for Congress, local partnering initiatives, how to secure private funding, and similar topics will be offered by PNTS.

OSTA Conference Schedule

For this 2005 conference only, the customary schedule for OSTA's annual meeting is changed to allow members to attend the Capacity Building Workshops. While final details of all sessions are not yet available,

the preliminary schedule includes:

- Advance registration by mail
- Fri eve, June 17: Early registration.
- Sat morning, June 18: Registration, Conf. Opening, Keynote Address, Membership Meeting. Book sales.
- Sat afternoon: Capacity Building Session #1 with PNTS. Book sales.
- Sunday, June 19: Field trips along Old Spanish Trail segments; two all-day trips, one north, one south of Las Vegas.

Alternate Sunday Schedule

with half-day trips to accommodate members wishing to attend Capacity Building Session #2.

- Sun morning, June 19: Capacity Building Session #2 with PNTS.
- Sun afternoon: Half-day field trips along Old Spanish Trail, one east, one west of LV.

Field Trips will be conducted by motorcoach with knowledgeable tour guides on board. Conference attendees are encouraged to ride the buses and get the fullest possible benefit from the audio presentations provided by tour guides who will be on board, and who will escort tour participants to the special evening program as well. This event will have substantial numbers of PNTS members attending, and is designed to maximize opportunities to socialize with our fellow trail representatives (from some 30 different scenic and historic trails, and federal agencies).

All field trips will rendezvous 6 p.m. at Spring Mountain Ranch in Red Rock Canyon Park in Red Rock

Canyon (along the OST route) for a special evening barbecue and outdoor theater presentation.

- Mon morning, June 20: OSTA Board Meeting, OSTA conf. closing.
- Mon morning, June 20: PNTS Opening Plenary Session and workshops.
- Tuesday June 21 through Wednesday June 23 - PNTS Conference on Scenic and Historic Trails plenary and workshop sessions continue. OSTA members are encouraged to take advantage of all or some of these sessions, designed to enhance all trails by increasing the knowledge and skills of the trail association partners that support them. AND enjoy Leo's Famous Auction of Trail Treasures!

Conference Hotel:

EMBASSY SUITES

4315 Swenson Street, Las Vegas

An all-suite, non-gaming hotel located just west of University of Nevada, Las Vegas campus, two miles north of McCarran Airport. Special Conference rates for OSTA/PNTS have been negotiated.

Final conference details and costs will be included in the April mailing of the Conference Registration Packet. Also check our website for information and a downloadable registration form, available after April 1:

<www.oldspanishtrail.org>

Submitted by Liz Warren

*Conference Chair,
Las Vegas, Nevada*



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